

The Hongkong Telegraph

(ESTABLISHED 1881.)

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WEATHER FORECAST
FAIR
Barometer 29.94

April 25, 1914, Temperature 6 a.m. 75 2 p.m. 83
Humidity 95, 67

April 25, 1913, Temperature 6 a.m. 78 m. p. 81
Humidity 84, 80

2780 晚十三月三年寅甲

SATURDAY, APRIL 25, 1914.

大拜禮 號五二月四英曆舊

SINGLE COPY 10 CENTS
\$36 PER ANNUM.

TELEGRAMS.

THE MEXICAN WAR.

"DRUNKEN ASS HUERTA."

(Reuter's Service To The "Telegraph.")
London, Received April 24.
Reuter's correspondent at Washington states that General Villa has informed the American Agent at Chihuahua that he refuses to be dragged into war with the United States on account of "that drunken ass Huerta."

SAIL PLANS OF CUP YACHTS.

No Over-Sparring Likely on Challenger or Defenders.

Those who are prating glibly of the dimensions of the various cup-defences candidates, as well as of the challenger now in process of construction, have little idea, according to a prominent American designer, how far from actual facts they are getting. This, he asserts, applies especially to sail area, and he states as his belief that none of the four designers involved, save, possibly, Nicholson, has yet begun to definitely decide upon the expense of canvas that will be flung to the breeze. As a matter of fact, it may be stated positively, that the Americans are leaving that matter in abeyance for the present. It involves a matter of extreme delicacy and nice judgment, and no designer upon whom devolves the responsibility of turning out a cup defender, is likely to over-spar his craft, through too much haste.

There has been the general belief that these seventy-five footers will sport between 9,000 and 10,000 square feet of canvas; not a few designers had this idea, until they got out their pencils and began to wade through the intricacies of logarithms and the like. What they learned made them sit up. For the fact is that a sloop sailing in the seventy-six-foot class is entitled precisely to 7,000 square feet of sail, and for every 450 square feet over that amount the designer has to face a penalty of forty-eight seconds. Now, in view of this fact, a designer will proceed none too blithely in the matter of cracking sail on to his boat; for, as may be imagined, he wouldn't have to go very far in this way to put his sloop out of the running altogether. No one likes to pile on sail more than Herreshoff, but it will be interesting to see what he will do in the face of hard-and-fast facts.

No Radical Changes in Design.

The designer referred to in the foregoing has recently been abroad. He has also had experience in evolving craft under the Universal rule, which obtains there.

"I couldn't learn much on the other side about the challenger," he said, "but you can set down as a plain proposition that when a designer creates under a rule with which he is not familiar, he is very likely to believe he is proceeding along extremely radical lines, whereas as a matter of fact he is not making extraordinary departures at all. I have an idea that will find this to be the case with Nicholson. This is something more than a suspicion. I recall a year or two ago designing a twelve-metre boat for an Englishman, and as I proceeded I was filled with the idea that I was turning out a most fearful and wonderful craft, whereas, when she was afloat, according to the British standards, she was not extraordinary in any way—except that she could sail fast. Perhaps you will find that the British yachting experts, to whom correct information has drifted in piecemeal, are making these same mistakes."

TELEGRAMS.

THE MEXICAN WAR.

CARRANZA'S ATTITUDE.

(Reuter's Service To The "Telegraph.")
London, Received April 24.
General Carranza's agent said Carranza's note to President Wilson was not hostile and was intended as the basis for further negotiations. Carranza, if recognised as the de facto President, will not hesitate to apologise for the acts of the traitor Huerta.

In a note, and that what they, Nicholson included, believe to be an approximate freak, will strike Americans as not at all unusual. The fact is, American designers are concerned in building defenders are worrying much more about one another than about Nicholson.

There is not the slightest doubt now that the approaching America's cup races have exerted an inspiring influence upon the motorboating branch of yachting as upon the sport of sailing windjammers. Brokers and designers in this city attest they have not seen the outlook for spring business so favourable for years as this winter. Numbers of contracts have been signed for new boats, while the business of selling excellent second-hand craft and chartering boats is unusually brisk. The ultra-speed craze, say the motorboat men, is dying out and in its place has come an abundant demand for the wholesome, seaworthy, fast cruiser, which can take conditions as they come and have a wide radius of action. This means, they say, that the sport of motor-boating has settled down to the substantial basis which all who have the best interests of the game at heart have been praying for. Powerboats have increased in size and in cruising radius year by year, until now the order for the big powerboat ranging in water-line length from a hundred to a hundred and thirty feet is the expected thing.

Largest Powerboat in World.

In line with this trend Gielow and Orr announce that in a short time the launch of Florence—the largest powerboat in the world—will take place at Lawley's yards, which she has interested Bostonians deeply and when she is afloat will interest the nautical world, as an example of what the powerboat designers and builders are doing. She is 154 feet on the loadwater line, 20 feet beam, and has twin screw motors. She is building for H. J. Peterson, of Youngstown, O., and will be used on the Atlantic seaboard.

Another interesting craft which is prepared to make her way to New York from the shipyards at Manitowoc, Wis., as soon as the opening of navigation on the Great Lakes and the St. Lawrence will permit, is the 100 foot houseboat Conewago, built from Gielow designs for ex-Senator W. D. Cameron, of Pennsylvania. She is fitted with two Winton engines, and will make the trip from the Middle West under her own power. George W. Elkins, of Philadelphia, it may be announced, has purchased the big 138-foot, twin-screw powerboat, Josephine. She is one of the largest and swiftest gasolene craft in the world, with an average speed of twenty miles an hour and 18 feet beam. She was built in 1911 for Edward Shearson of this city, and gives as much comfort and enjoyment as a steam yacht. Mr. Elkins will use her in waters of this neighbourhood. John H. Spencer of this city has sold the 70-foot powerboat Zenya, through City, who intends to cruise in her along the Great Lakes.

These sales and charters are the development of the present

TELEGRAMS.

THE ROYAL VISIT.

THEIR MAJESTIES DEPART

(Reuter's Service To The "Telegraph.")
London, Received April 24.
Reuter's correspondent at Paris states that Their Majesties King George and Queen Mary departed for England, being given a great ovation.
President and Madame Poincaré and other distinguished personages bade farewell to Their Majesties, who expressed the utmost pleasure and gratification at the visit.

week, and give emphatic hint of popularity of the larger type of power craft, to which brokers and motorboat men generally have called attention. In addition there has been activity in steam yachts. H. D. Walbridge, of this city, has bought the 162-foot steam yacht, Walucia, formerly owned by W. B. Hurst and several charters and sales of large craft now wintering at the Erie Basin and other South Brooklyn yards, are imminent. The new 178-foot yacht Mokomis, built for Horace L. Dodge, of Detroit, will be launched from the Robin's yards at Erie Basin, where day after day, now is heard the clatter of the riveters' hammers, preparing craft for the summer.—New York Evening Post.

AMERICAN SHIPPING LAWS.

Criticism by Mr Robert Dollar.

Mr. Robert Dollar, the Pacific Coast steamship owner, tells why in his opinion American ships cannot be operated in the foreign trade in the following letter addressed to the Evening Post:

"At a recent meeting of the House Committee on Merchant Marine and Fisheries, while the members were discussing the absence of American shipping in the foreign trade, it transpired that they could not understand why, after Congress had passed the law two years ago permitting any American citizens who owned foreign ships to register them as American ships to engage in the foreign trade, no one had taken advantage of the permission made possible by the rider put on the Panama Canal act. It is a fact that up to the present time not one vessel has taken advantage of this munificent offer. The object of this article is to give some of the many reasons 'Why'."

"The American inspection regulations of inspection service require that more men shall be put in the engine-room than are carried on any other similar-sized steamship of any other nation. Figuring the extra men at Pacific Coast wages, namely, an 8,000-ton D. W. cargo steamship, we have this result, for one month:

1 third assistant licensed engineer at ...	\$30
3 oilers specially for this work at \$50. (Note: On foreign steamships the storekeeper, donkeyman, and No. 1 fireman do the oiling) ...	150
3 water-tenders who sit in the fire-room and do nothing but draw the wages which they do not earn at \$55. (The very name of water-tenders is unknown on foreign ships) ...	105
Board for seven men at \$15 a month ...	105
Total ...	\$500

Then on the Deck Department: 4 quartermasters at \$55 ... \$220
Their board at \$15 each a month ... 60

TELEGRAMS.

THE ROYAL VISIT.

CORDIAL TELEGRAMS.

(Reuter's Service To The "Telegraph.")
London, Received April 24.
Prior to the departure of Their Majesties for France, King George and President Poincaré exchanged most cordial telegrams.

Total ...	\$280
On the ordinary foreign cargo steamships, engaged in the China trade, four Chinese are employed. Deduct their wages and board, amounting to ...	52
Net extra cost ...	\$228
Add extra men in engine-room ...	\$500

Total extra men and board per month ...	\$728
Amounts to \$8,736 a Year.	
This monthly total foots up to \$8,736 a year, and this amount is in excess of what any other nation with whom we are in direct competition has to pay.	
Then, under our statutes, our Government measures our ships larger than those of our competitors, thereby in foreign ports compelling us to pay foreign governments 20 per cent. to 35 per cent. more tonnage dues, and all other taxes which they levy on the tonnage measurement of the ships. Therefore, the American ships must pay for 20 per cent. to 35 per cent. more than any other ship for pilotage, wharfage, dockage, drydocking, etc.—in fact, for every charge that is figured out on the basis of the tonnage of the ship. Herewith is a concrete example of the difference:	

	Tons.
British steamship Basilio Dollar, net British registered tons ...	2,797
American measurement, measured by the American Government surveyor ...	3,679
A difference of ...	882
Being 24 per cent.	
Another, the steamship Hazel Dollar ...	2,803
British net register ...	2,803
American net register ...	3,582
A difference of ...	779
Being 22 per cent.	
Steamship Siam: Net Danish register ...	3,311
Net American register ...	5,114
A difference of ...	1,803
Being 55 per cent.	

Manner of Inspection.
"It is impossible to give the exact figures that American ships are penalized for, as in different trades it varies. However, it is safe to say that in one year's trading in foreign countries it will amount to \$5,500 a year. Be it remembered that this penalty all goes into the treasuries of foreign nations, because we do not measure our ships the same as they do. Has the time not come for American citizens to ask Congress to tell us 'Why'?"

"Then another item, apparently small but in the aggregate counting at the end of the year—that is, the manner of inspecting our steamships. All foreign nations, in enforcing their laws and regulations, have made them to cause as little delay and expense to the shipowners as possible. That is, they permit the work of loading or discharging of the vessel to go on, doing one part at a time, returning to do other parts when it can be done, so as not to stop the work. The American inspectors generally require the 'holds all to be empty' and boilers ready for examination at one time, therefore causing delay to the ship and consequently extra cost to the

TELEGRAMS.

THE ROYAL VISIT.

HOME AGAIN.

(Reuter's Service To The "Telegraph.")
London, Received April 24.
Later.
Their Majesties were given the warmest welcomes on arriving at Calais and Dover. They reached London in the evening and were given a memorable ovation by large crowds.

owners. Our regulations should be framed to correspond to the foreign ones, namely, to make the inspection with little loss of time or expense to the owner. Then our requirements demand that once a year a cold hydrostatic test shall be made of every boiler of one and one-half times the working pressure. This racks our boilers and pipes to such an extent that it takes a month to get them all tight and in good order, after each yearly inspection.

The custom of foreign nations is to test the boiler when new, but never again unless the inspectors have reason to believe the boiler has been weakened through age or any reason, when it is left optional with them to apply the hydrostatic pressure. It is impossible to figure out just what all this test of boilers and pipes amounts to each year, such as delay to ship, extra repairs caused by the application of the pressure, and the shortening of the life of the boiler. But I feel safe in putting it at \$3,000 a year; add to this extra crew in engine-room and quartermasters, \$8,736; then in the extra measurement, \$5,500; total, \$17,236. Then, in addition to all this, there is the higher wages that must be paid American officers over those of foreign nations. And to cap the climax, the La Follette bill in Congress proposes to allow our competitors, the Japanese, to carry Asiatic crews and to compel us to employ white crews at three times the wages.

"After the foregoing figures, is it any wonder that not one of two and one quarter million gross tons of shipping owned by American citizens and flying the flags of foreign nations came under our flag? If we are ever to use American ships in the foreign trade, we must be put exactly on an equality with our competitors. We do not ask for any advantage, or any concession over them, but we must be put on an equality; and it must be plain to all from the foregoing figures that a change in our laws and regulations will do this, and it would not cost our country one cent to do it."

INTERESTING SHIPPING ITEMS.

Lloyd's correspondent at Thamehaven stated on March 28 that the P. and O. liner Persia, inward bound from Bombay, was ashore on the Middle Blythe Sands, but refloated. The vessel entered the Tibury Dock before noon.

The Case of Laverock.
In spite of the news that the torpedo-boat-destroyer Laverock had been refloated, 30 per cent. was paid to reimburse the craft as original, which compares with 35 per cent. quoted on March 28. Yet, according to an expert report, the opinion is that the turbine are not distorted, and the possibility of serious damage to the turbines is what has been feared most since the vessel stranded. The Laverock, valued with her armament at £112,000,

TELEGRAMS.

AUSTRIAN EMPEROR.

DISTURBED SLEEP.

(Reuter's Service To The "Telegraph.")
London, Received April 24.
Reuter's correspondent at Vienna states that continuous coughing disturbed the Emperor's sleep last night. His general condition, however, is declared to be satisfactory.

went ashore in the Firth of Clyde on February 28, while undergoing builders' trials.

Clyde Shipbuilding Output.

The output of the Clyde shipbuilding yards during the month of March totalled 27,400 tons spread over 13 vessels. This compares with 49,000 tons in the preceding month and 61,000 tons in the corresponding months of last year, and is the smallest March total recorded since 1909. The output for the first quarter of the year shows a decrease of over 12,000 tons. The yards are still active but now contracts are very scarce.

COMMERCE IN TIME OF WAR.

Limitations of The National Guarantee Scheme.

Much prominence was given in a paper on Marine Insurance read recently before the Institute of Shipbrokers by Mr. Charles Wright, of Lloyd's, to the important question of insurance on commerce in time of war.

Mr. Wright remarked that from the speech of Sir Norman Hill at the Chamber of Shipping Banquet it seemed reasonable to infer that the Government had under consideration some scheme of national insurance. Such consideration as the lecturer had been able to give to the subject convinced him that if our statesmen would apply as much ingenuity in removing objections to such a scheme as they had hitherto applied in raising them, a settlement would soon be achieved. If the Navy kept command of the sea, he thought that probably the insurance market would not be unduly demoralized by a few captures here and there, but if captures were numerous, or if there were a few captures of our great liners, the insurance market would, he believed, contract to very inadequate dimensions. Yet, assuming that national insurance was in full swing and that there were a fair number of captures, there was no basis for the opinion that there would not be a very serious advance in prices. Captures would produce scarcity and scarcity high prices. One of the results of national insurance might be to give a large bonus to shipowners and merchants at the expense of the community at a time of severe national stress. Such criticisms as the lecturer offered were, he said, made from the point of view of one who would gladly join with others in helping to work any well-considered scheme but was anxious that unfounded expectations as to the possibilities of such a scheme should not be aroused.

NEWS FOR BUSY MEN.

TELEGRAMS.

CONDENSED.

Their Majesties have left Paris for England, being given a great ovation.

General Villa refuses to be dragged into war with America on account of "that drunken ass Huerta."

Their Majesties have expressed their utmost pleasure and gratification at their Paris visit.

General Carranza says his note to President Wilson is intended as the basis for further negotiations.

If recognised as the de facto President, General Carranza will apologise to America for the acts of "the traitor Huerta."

Continuous coughing has disturbed the sleep of the Austrian Emperor, whose condition however is declared as satisfactory.

NEWS.

The Telegraph Acrostic appears on another page.

Messrs. Wright and Hornby's share report appears on page 9.

"1889" will be found on page 4 of this issue.

"Our contemporaries" appears on page 2, and log book on page 6.

Messrs. Polishwalla and Kotwall's report appears in the present issue.

81,900 have been distributed from the profits of "The Idol's Eye" performances.

The results of the League football matches played on April 4 are given in this issue.

DON'T FORGET.

TO-DAY.

Bijou Theatre 9.15 p.m.
Victoria Theatre 9.15 p.m.
Cinematograph at Theatre Royal—9.15 p.m.

TO-MORROW.

Bijou Theatre—9.15 p.m.
Victoria Theatre—9.15 p.m.

Tuesday April 28.

H.K. G.O.C. Annual General Meeting, City Hall—4 p.m.

Wednesday April 29.

Association of Exporters and Dealers of Hongkong, Annual General Meeting, City Hall—4 p.m.

Annual Meeting of Peak Church—St. John's Cathedral Vestry—6 p.m.
Bandmann Opera Co.—Theatre Royal—9.15 p.m.

Thursday April 30.

Old Alleynian Dinner—8 p.m.
Bandmann Opera Co.—Theatre Royal—9.15 p.m.

Friday May 1.

Bandmann Opera Co.—Theatre Royal—9.15 p.m.

Saturday May 2.

Bandmann Opera Co.—Theatre Royal—9.15 p.m.

Saturday May 9.

H. K. Volunteer Reserves Annual Dinner.

Notices.

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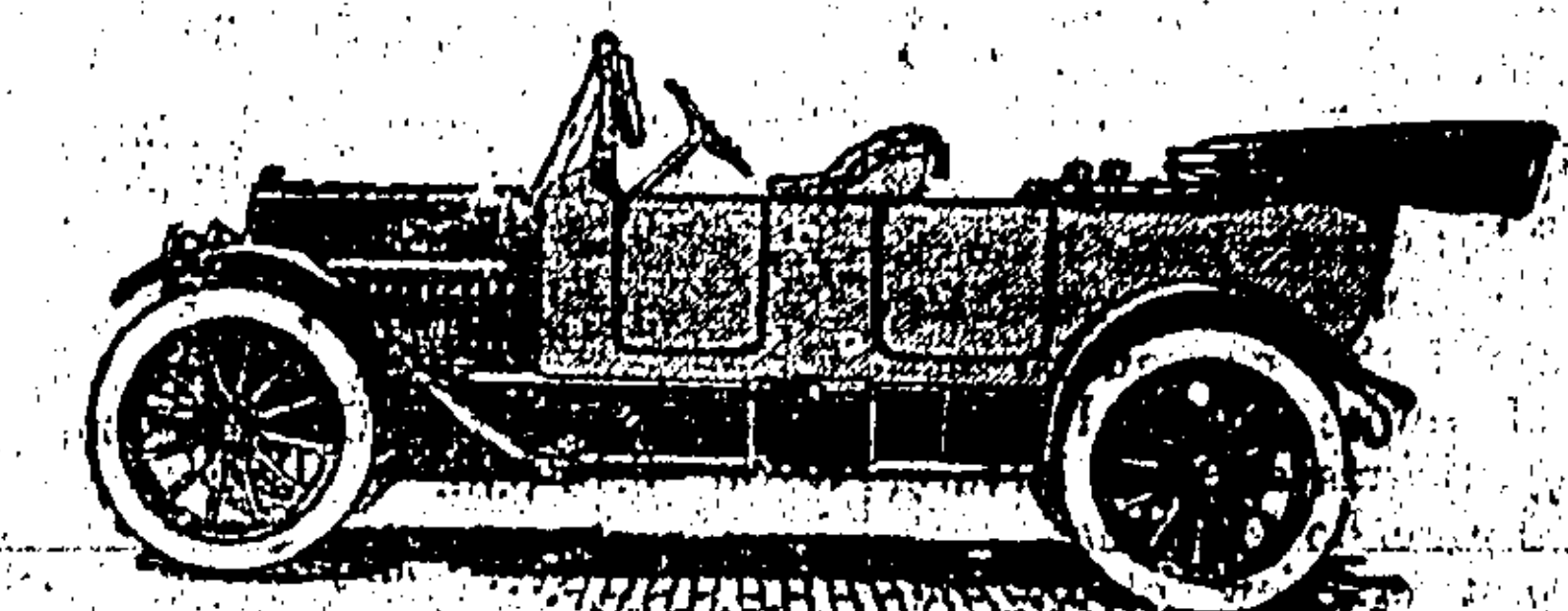
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Hongkong, 15th July, 1914.

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OUR
CONTEMPORARIES.

Daily Press.

The Early Closing Association.

It has obtained earlier closing on other days of the week; it was at the back of the Earl of Shaftesbury in his campaign which resulted in the Factory Acts promoted for the relief of over-worked dressmakers; it urged and secured the earlier payment of wages; and rendered assistance to Sir John Lubbock (Lord Avebury) in passing the Bank Holidays Act. To-day the Association has in operation a holiday share-out and provident society, and it is working now in the direction of urging employers to keep abreast of the times, and by concession and conciliation—which it believes to be in the interest as much of the employer as of the employed—to arrange movements in the ranks of labour which have as their result strikes, lock-outs, and upheavals of dire import to the trade and commerce of a great country. When all this is remembered there should be little doubt of the success of the appeal which the Association is now making, and the appeal is one which should evoke response in the Colonies of the Empire as well as in the Motherland, if only as a tribute of recognition by Colonial communities of their debt of gratitude to the efforts of an Association whose influence has been felt in every corner of the Empire.

South China Morning Post.

Government Hospital Staffing.

As it happens the extra practitioners have not been obtained, and little wonder considering the meagre inducements that such a billet offers in the colony. Consequently, the Government Civil Hospital, the leading institution of the kind in the Colony, suffers through inadequate staffing, a policy which cannot be too strongly condemned. The Government, rather than give way to the demands of the medical staff, is now considering a process of reorganization. This may effect some small remedy for a while, but if two additional sisters are required to cope with the work, and this is the opinion of all concerned, we fail to see why they should not be provided. It is a serious matter and one is inclined to think when the Government says, "It is not considered that any useful purpose would be served by laying papers on this subject on the table," that there may be something behind the attitude of the Government which the public must not be told.

China Mail.

L'Entente Cordiale.

From Germany's point of view, doubtless, vast armaments must precede the acquisition of vast and world-wide expansion. Doubtless it must be so in these days when all new colonization is a thing of the past. It can, however, be accomplished only at the expense of a tremendous upheaval, and, for the sake of our boasted civilization, surely the spirit of the times is against such a catastrophe.

Meantime, the British nation will also rejoice with the Germans that there is at present no probability of a formal Alliance being formed between France and Great Britain. Such an alliance is unnecessary, so long as the Entente is as genuine as it unquestionably is. The understanding between the nations forming the triple Entente is much the same as that existing between the nations—Germany, Austria and Italy—forming the Triple Alliance, with this important difference that Great Britain desires nothing more from the Entente than that peace should prevail in the interests of all, while Germany wishes nothing more from the Triple Alliance than aid to her further European development and colonial expansion.

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GENERAL NEWS.

Baby Killed by Dog.
With a pet dog lying across his face the twelve months old child of Dr. Munden, of Chalford Gloucestershire, has been found dead. The nurse had put the baby safely to bed, and in her absence the dog had jumped up and, probably attracted by the warmth, had fallen asleep on the child and suffocated him.

Gifts to Cruiser.
Gifts from the city of Birmingham were presented recently to the cruiser Birmingham at Avonmouth. The Lord Mayor and Lady Mayress made the presentation, which included a white silk ensign, a silk Union Jack, and a ship's bell.

New Pier Bandstands.
Brighton Town Council have approved plans for the erection of a new bandstand and concert hall on the West Pier, and for the widening of the Palace Pier, with the erection of a new covered bandstand and an open-air restaurant at the pier-head. The cost of the improvements is estimated at between £30,000 and £40,000.

Town Policewomen.
The Mayor of Blackburn has announced that the town may soon have women constables. The proposal came before the Watch Committee, and Miss Higdon, the Liverpool diocesan rescue secretary, gave her opinion on the suggestion to the effect that women police would constitute the most efficient safeguard to girls and women in the streets and parks. The male police rendered excellent service, but preventive work called especially for women to act as patrol policemen in dancing halls and such places.

Murder by a Youth.

At Leeds Assizes Maurice Swift, 17, of Sheffield, was found guilty of the murder of Jane Wilkinson, a distant relative. The jury held that he was insane at the time he committed the crime, and the Judge ordered him to be detained during his Majesty's pleasure. The prisoner nearly severed the woman's head from her body, which he afterwards dragged to a collar and mutilated. Evidence was given of a mania the prisoner had for skinning and dismembering cats, and of his habit of frequenting slaughter-houses.

Tsarevitch's Health.

I am pleased to be able to record, writes Dr. E. J. Dillon in the *Daily Telegraph*, a remarkable improvement in the health of the Tsarevitch, an improvement which, if outward symptoms be decisive, might be termed a complete recovery. Last week, being the first week of Lent, the Imperial family observed a strict fast, and attended church service daily. The Tsarevitch was present at these devotions, and not only did he walk with a firm and elastic tread, but, what was incomparably more difficult, made all the tiring genuflections which are obligatory during the liturgy in the Orthodox Church. To a large extent these results, which will be received with pleasure throughout the world, are ascribed to the untiring care and skilful treatment of a young doctor named Dorevenco, who has been appointed physician to his Imperial Majesty.

First Lord's Pilot Injured.

Two officers were injured while flying at Eastchurch by the side-slipping of Sopwith biplane 148, which struck the ground with considerable force and was extensively damaged. Lieutenant Spencer D. A. Grey, of the Naval Wing of the Royal Flying Corps, had a shoulder fractured, and Engineer-Lieutenant Gerald W. S. Aldwell, engineer of the Naval Air Department at the Admiralty, received injury to his face. Lieutenant Grey piloted the First Lord of the Admiralty, Mr. Churchill, in his recent flights.

Poetry in Jewels.

A volume of Keats, elaborately gold tooled, inlaid with over 4,400 separate pieces of various coloured leathers, and set with over 1,000 precious stones, each in a gold setting, is a striking feature of an exhibition which Mr. George Sutcliffe, the well-known London bookbinder, is holding at his studio in Poland street. The volume has taken two years to produce under the superintendence of Mr. Sutcliffe and his partner, the late Francis Sangorski, and will probably be sold in America for £1,400.

NANKING'S REIGN OF TERROR.

The Original Charge Endorsed.

The *North China Daily News* correspondent at Nanking, writing on April 18, states:—
In answer to General Feng Kuo-chang's denial, in yesterday's issue of the *North China Daily News*, of my statements, I see no reason at all for the retraction or modification of my letter of the 12th instant.

The Tutuh says, "the troops have shown no sign of mutiny." While the statement was not made that they had, as you so well point out, yet, inasmuch as he has put it that way, it may be truthfully said that if they have not shown any sign of mutiny then he and the people have both been deceived. The conditions with regard to the unrest among the Yangchow troops had reached such a pitch on March 20, that on that night throughout the city the people either stayed awake all night or had had their bundles done up ready for flight should trouble come. That passed, but since that time there have been various signs of unrest which were, however, averted as described.

The evidence which our correspondent then gives for his statements in perhaps, best withheld, but readers may rest assured that it is of such a nature as fully to justify the original statement.—Ed.

I think you have answered General Feng well in regard to his going out of his yamen, and there is no need to enlarge upon that.

Ringleaders and Led.

As regards the action of the authorities generally towards all who had anything to do with the rebellion, I assure you that I have written to you under restraint.

Last year while Chang Hsun and his men were fattening upon the people of the city, the ringleaders and the real culprits were allowed without hindrance to make a good escape, and now, long after the revolution is over, the poor fellows who are lagging behind and others who through personal spite are accused of some imagined association with the rebellion are being hauled up and shot. The day before yesterday there were nine executions. I do not know how many yesterday, but executions outside of the West Water Gate are of daily occurrence.

The suggestion that the people are being killed in order to protect and promote foreign trade along the Yangtze is refreshing.

Personal Inquiries.

Martial law is being enforced in Nanking with a strictness never known before. All persons (Chinese) not personally known to the police must be searched on going out or coming in the city gates. This includes not only civilians but also soldiers and police. The searching not only includes the belongings of people, but also extends to their persons. The clothes, shoes and hats of people are searched at will. A party of Chinese gentlemen known to the writer, were searched on going out and coming in the city gates three days ago as to everything they had in their pockets or about their persons, and they got off comparatively well, for many of the country people coming into the city were relieved of any money that they may have about them, and of course there is no redress.

Martial law is being enforced as never before in families and shops. Every birth, marriage and funeral must be registered with police. Every guest who tarries over night in any home must also be registered. When a corpse is put into a coffin it must be witnessed by and certified to by a policeman. This is for fear of a coffin being used for the transportation of bombs and other like materials.

The Campaign against Suspects. The search for revolutionaries and the execution of the condemned have gone on unremittingly, twenty-nine having been executed within the past few days.

This campaign against suspects, which has been going on rigidly for ten days or two weeks past, has brought on little unrest in the minds of the people at large. To-day's local

M. P. S. AND VENTILATION.

Hot Air at Westminster.

Mrs. McKenna, several members of Parliament, and Professor Leonard Hill gave evidence last month before the Committee appointed by the House of Commons to inquire into the ventilation of parts of the Palace of Westminster. Mr. O. Bithurst presided.

Mrs. McKenna said that she was a frequent visitor to the Speaker's Gallery, and she had no complaint to make concerning its ventilation. A window in the Speaker's Gallery was constantly open on five days during the hours when the House was not sitting, and she suggested that, if it were practicable, a window to admit fresh air should be provided in the Ladies' Gallery. She considered that the atmosphere in the House was very much improved since ozonized air was admitted.

Sir R. Pole-Carew, M.P., informed the Committee that if he sat in his place on the Opposition side very long he invariably had a headache and experienced a great want of fresh air. The atmosphere was dead and heavy, cold to the feet and hot to the head. There was a decided improvement when the windows were open.

A New House Suggested.

The Chairman.—Have you any suggestion to make as to a remedy?

Sir R. Pole-Carew.—Having regard to the scandalous want of room for the number of members to be accommodated, I would suggest a new House altogether (laughter), and better ventilation of the new structure.

The Chairman.—Your proposed remedy is somewhat revolutionary. (Laughter.)

Other members of Parliament who gave evidence complained of the feeling of heat in the head and the predisposition to attacks of influenza.

The Chairman asked whether the feeling of heat in the head led to a disinclination to take part in debate.

Mr. Lyell, M.P.—Yes; I think that is so. Whether that is an advantage to the debates or not is another question. (Laughter.)

Professor Leonard Hill exhibited a calorimeter, an instrument invented by Mr. Griffith and himself for measuring the rate of cooling. In the House of Commons the temperature was shown by thermometers to be about 63 deg. Fahr. throughout the Chamber; but the calorimeter showed that the rate of cooling was twice as great at the level of members' feet as it was at the level of their heads. He considered the rate of cooling at both levels to be too great.

The Chairman said the general evidence which Professor Hill was prepared to give would be taken at the next sitting of the Committee.

"Huapao," which is in sympathy with the authorities, says,—"In the past few days rumours have been exceedingly rife within the city. People living in the north of the city have excitedly been moving to the south of the city. Many have gone to Shanghai. The people of Nanking have been in a panic."

Not only would I differ from the Tutuh in saying that: "Conditions here are no different from what they have been in the past few months," but I would go further and say, that such rigid investigation has not been known in Nanking in the memory of the oldest inhabitant to as has been carried on within the past ten days.

War not Peace

Repeating what I said in a former letter, the authorities have the situation thoroughly in hand, but their methods belong rather to a time of war than to a time of peace.

The situation is quieter than it was a few days ago, but in business and among people at large there is uncertainty and lack of confidence.

If you have lost your appetite one of the big variety of Sainy dishes at the ALEXANDRA CAFE is sure of temp you.

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TO LET.

ROGATE, Austin Road, Kowloon; unfurnished.
No. 68 Peak, Mount Kellett, Church Mission Society Bungalow partly furnished. Cheap rent.
No. 6 Cameron Villas, No. 59 Peak to let furnished for one year from 1st May, 1914.

TO LET.—till 31st October 1914. No. 64, The Peak, seven rooms and drying room, furnished, including Electric fans and Telephone.

TO LET.—No. 5, Mountain View from 1st April 1914. Newly painted and colourwashed.
No. 12 Beaconfield Arcade, Shop.
No. 7 Mountain View.
No. 7 Stewart Terrace, Peak.

FOR SALE.

"GLENSHIEL" 124 Barker Road, 5 rooms, close to Tram Station.
Apply to
LINSTED & DAVIS,
3rd Floor, Alandra Building,
Hongkong, 2nd Oct., 1913 [211]

TO LET.—Two room Flats in Kowloon. Suitable for Europeans, in good airy locality. All Modern Conveniences. Terms Moderate. Apply H. RUTTON-JEE, Royal George Hotel, Hongkong, 17th Oct., 1913. [967]

TO LET.—"LA HACIENDA E," No. 74, Mount Kellett Road. Apply CHATER & MODY, No. 5, Queen's Road Central.

TO LET unfurnished—No. 4 Morrison Hill, containing 8 rooms with usual servants accommodation. For further particulars apply Property Office, JARDINE MATHESON & Co., Ltd.

Navy Balloon Adventure
Two naval officers, Lieutenant Crocker and Lieutenant Wilson, who ascended in a naval balloon the other day from Farnborough, found themselves in the afternoon above the clouds and heard steam-tugs hooting. To ascertain their whereabouts they let out gas, and getting into a downward air current found difficulty in rising again until they were entangled in a tree at a farm near Blackheath, and the envelope was torn. The officers escaped injury.

Steamship Ran Down Schooner.
An unknown three-masted schooner was sunk and the whole of her crew drowned through a collision last month in the North Sea with the North German Lloyd steamship Kaiser Wilhelm der Grosse. The steamship remained in the vicinity for two hours, but could not discover any trace of the schooner's crew, and she then resumed her voyage to America. The Kaiser Wilhelm der Grosse left Bremen the day before the accident on her first trip since her reconstruction as a third-class and storage passenger vessel.

The Empire Tragedy.
A verdict of *Kelo-de-se* was returned at the inquest on Richard Connor, the man who shot himself at the Empire Theatre.

Nothing is more worthy of your consideration than the welfare of your eyes. The trouble that to-day is small and easily remedied, if neglected may get beyond single measures. Be on the safe side and if your eyes are giving trouble call on us and have them examined. No charge for sight testing.

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LARGE BOTTLES \$1.00

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TO LET.—Kowloon near ferry. Half house furnished or unfurnished.—Apply VESPADE, "Hongkong Telegraph."

TO LET.—FOUR-ROOMED HOUSES in Granville Avenue and Salisbury Avenue, Kowloon. Cheap rentals.

SHOP with GODOWN attached, Nathan Road, KOWLOON. Kowloon Marine Lot No. 48 with Wharf.

Windsor Lodge, Kimberley Road, Kowloon, 6 rooms and Tennis Court.

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Flats in Nathan Rd. and Humphreys Buildings, from 1st May.

Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.
Alexandra Buildings.

TO LET.—from 1st May, 1914. No. 104a, The Peak, furnished. Apply to S. J. DAVID & Co., Prince's Buildings.

TO LET.—From April 1st. The First Floor of No. 25, Des Vaux Road, Central. Suitable for Offices. Rooms can be let separately. Apply—DRAGON CYCLE Co.

TO LET.—OFFICES in King's Building. Apply to THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

Licetia-square, when in the company of a young woman. Evidence was given by the young woman Lillian Peak that she had lived with Connor for five years, but left him because she was terrified by his ways.

Notices.



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OPHTHALMIC OPTICIAN.
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LARGE BOTTLES 50 CENTS EACH.

" " 1 DOZEN \$5.50

" " CASES OF 50 BOTTLES \$18.00

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ON SALE AT ALL STORES

POLICEMAN IN TROUBLE

Serious Offence Alleged Against a European Police Constable.

Quite a sensation has been caused in police and official circles generally by recent happenings in the police force of Hongkong.

A member of the Hongkong Police Force of the name of William Bilborough, aged 25, a native of England, and located at No. 2 Police Court, had preferred against him this morning the charge of burglariously entering a dwelling house in Wood Road, and stealing therefrom five pieces of silver valued at \$5, the property of the complainant, on the 23rd inst.

Mr. Denny, of Messrs. Denny and Bowley, appeared for the defence, and Inspector McHardy prosecuted.

Mr. Denny: I would like to ask your Worship for a short remand. I would like you to take the case this morning, if possible, there is one witness I think, who will have to be at in for the defence.

His Worship then read out the charge to the defendant and asked him if he pleaded guilty or not guilty?

Defendant: Not guilty, Your Worship, to stealing anything.

His Worship: When will you be ready, Mr. Denny?

Mr. Denny: I think eleven o'clock.

Inspector McHardy: I don't mind a remand until Wednesday.

Mr. Denny: I would rather not have a long remand as he is not on bail.

Inspector McHardy: Complainant's band is a searling in and he will be back on duty.

His Worship: Do you want to see him, Mr. Denny?

Inspector McHardy: I don't want him, but she wants him.

His Worship: Are you ready to go on?

Inspector McHardy: Yes.

His Worship: I will take it at eleven o'clock.

On resuming the hearing, evidence was called.

Complainant said she lived in a ground floor flat, between 4.30 and 5 o'clock on the morning of the 23rd inst. she saw the door open and a light in the dining room. The bedroom and the dining-room connected. She saw the defendant looking into the room from the dining room. She thought being a policeman he had come in to disturb burglars. She went into the dining-room, defendant asking her to follow him and see what was wrong. When she got into the dining room she saw her silver on the dining-room table. Defendant said he had just come in to show her how easy it was for a burglar to get in. He told her how he had got in. He said he had come through a window that was open. There were two windows he had to get through; it was a double verandah.

His Worship: Was the dining room window open?—Yes but I closed it the night before.

The one leading to the verandah, was that open?—Yes, but it was closed the night before; it is always closed.

Continuing, witness said the defendant took the articles, produced, from different pockets. They were her property, but she did not know their actual value. When she retired the night previous they were all on a small table. The defendant told her he had not come with the intention of stealing, but to show how easy it could be done. She let him out by the door and locked the windows after he had gone. A minute later a knock was heard on the door. She asked who was there, but got no answer. The knock was repeated and she again asked who was there, but still got no answer. There was another knock, but she said she would not open the door. The policeman said "Excuse me madam, but I think I have left my stick on the verandah." She opened the door and defendant went out on the verandah to look for his stick, but could not find it. He asked her if she got it in the morning would she send it down to the police station. She said she would and he went away. Next morning

COMPANY MEETING.

Messrs. William Powell Ltd.

An extraordinary general meeting of the shareholders in Messrs. William Powell, Ltd., was held to-day at noon at the offices of the company, Mr. H. J. Gedge presiding. There were also present Messrs. F. O. Chapple, managing director, H. O. Holt, J. A. Tarrant and E. Maurice shareholders.

The Chairman said:—Gentlemen, this is an extraordinary meeting called for the purpose of confirming as a special resolution the extraordinary resolution passed at the extraordinary general meeting held on April 4th last.

The resolution is as follows:—That the Capital of William Powell, Limited, be increased from \$105,000 to \$147,000 by the creation of 6,000 additional Ordinary Shares of \$7 each ranking for dividend as from the 1st day of January 1914, and in all other respects pari passu with the existing Ordinary Shares in the Company.

That the said 6,000 additional Shares be offered in the first instance at par to the members of the Company, in the proportion of Two New Shares for every Five Old Shares held by them respectively and upon the footing that the full amount of each New Share taken up shall be paid to the Company on the acceptance of the offer and such offer shall be made by Notice specifying the number of Shares to which the member is entitled and limiting a time within which the offer if not accepted by payment will be deemed to be declined and that the Directors be empowered to dispose of the Shares not taken in response to such offer as they consider expedient in the interests of the Company.

I beg to propose that the Resolution be adopted as a special Resolution.

Will somebody kindly second that?

Mr. Maurice:—I beg to second that.

The Chairman:—Proposed by myself and seconded by Mr. Maurice that the resolution which I have just read be adopted as a special resolution and passed. Those in favour—those against—carried. Thank you, gentlemen; that is all the business.

station and spoke to Inspector McHardy.

By Mr. Denny:—She remembered going round the doors to see that they were closed. The outside window was fastened by a very small bolt.

Inspector McHardy said there were iron bars there, but it was easy for a man to put in his hand and push the bolt up.

Complainant said the defendant admitted how he got in. She did not know what to think. She was too scared to take notice of his number. She went to the station to ask if it was common for policemen in Hongkong to come into people's houses. She did not really think he came in to steal anything at the time. She did not want to occur again. She had not missed anything.

By His Worship: She had never seen defendant before that night.

His Worship: How would you like him dealt with?

Mr. Denny: I ask you to dismiss the charge at once?

His Worship: That is not the point. I asked you how you wanted him dealt with—here or committed.

Mr. Denny: If you think there is a case. I would ask you to commit him. Any jury would like to hear that evidence.

Sergeant Ogg deposed to arresting the defendant at the Central Station. There had been messages sent out to detain him and he had been detained there. He did not then know what he was wanted for. On the way back to Wanchai station defendant asked what he was wanted for. Witness told him he had better not say anything until he got to the station. Defendant said he remembered the incident referred to in the charge, but the lady could not say that anything had been stolen.

Inspector McHardy spoke to defendant going out on duty.

WRECK OF THE DELHI.

Quartermaster's Appeal Dismissed.

Before the Lord Chief Justice, Lord Justice Swinfen Eady and Lord Justice Phillimore, in the Court of Appeal on April 2, Henry Sidney Wigmore, a quartermaster in the P. & O. steamer Delhi when she was wrecked off Cape Spartel, appealed from a judgment of Mr. Justice Lawrence in an action for libel. The trial was reported in the Times for May 7 and 8, last.

Mr. David, K.C., and Mr. Fenton appeared for the appellant; and Mr. Batten, K.C., and Mr. Micklethwait appeared for the respondent.

The plaintiff made a claim on the Company for £5 3s. 6d. money lost, and for clothing lost at the time of the wreck; and the Company passed the claim on to the defendant, their superintendent at Tilbury, for investigation. In reply the defendant wrote that the plaintiff was the man who had endeavoured to injure the Company before the Court which was appointed to enquire into the circumstances of the wreck by saying that before the wreck he had seen a light and had reported it to the Commander, but that the latter took no notice. The latter went on to say that the court of enquiry had not believed the plaintiff's story, and added that in the defendant's opinion the story about the money which had been lost was equally false.

On the statements contained in the letter the plaintiff claimed damages for libel.

At the trial below the learned Judge ruled that the occasion of the privilege and that there was no evidence of malice, and judgment was entered for the defendant.

Mr. David now contended that the letter disclosed enough material to go to the jury. There was nothing to show that the defendant made any investigation before making his report. The whole question was whether there was not some evidence of malice. He referred to Royal Aquarium v. Parkinson (1892, 1 Q.B. 431, at p. 441).

Mr. Fenton followed on the same side.

Counsel for the respondents were not called upon.

Judgment.

The Lord Chief Justice, after stating the facts, said that it was perfectly plain that in the circumstances the letter of the defendant was prima facie privileged; but it was contended that the expressions in it were such that they formed some evidence of malice, though there was no other evidence of malice, and that therefore the case should have been left to the jury. The point was, Could malice be inferred from the statements in the letter? Without doubt the letter was defamatory, and it was not contended that the reflections which it contained on the appellant's character were justified. The court of enquiry after the wreck did not accept his story, but that did not mean that it considered his story to have been wilfully untrue. Nor, on the other hand, was there anything to show that the respondent did not honestly believe the statements in his letter to be true; and the test was, Did the defendant in such a case honestly believe in the truth of the libellous statements at the time when he made them? He felt that this case was very near the line, but he could not come to the conclusion that the respondent was not acting in the discharge of his duty with an honest belief in the truth of the opinions expressed and the statements made. The appeal must therefore be dismissed.

The other learned judges concurred.

Solicitors:—Mr. Charles B. Shephard; Messrs. Freshfields.—The Times.

Empress Passengers.

The Empress of Japan, which arrived in port this morning, had fifteen first and second class and 62 steerage passengers.

DAIRY FARM NEWS.

RECEIVED

NEW SHIPMENTS OF FRESH SIBERIAN SALMON.

SMOKED

FILLET'S, HADDOCKS, KIPPERS.

THE "TELEGRAPH'S" ACROSTIC.

Too Hot for a Long One.

PILLARS.

Be careful if Police you meet As you walk along the street.

BARS.

1. "The despot's heel was on thy shore."
2. From east or west the preacher mounted: From choir his parable recounted.
3. A shoe maybe, or weary show extended— On on it goes and—oh, what beast's descended! [Answer on Monday.]

HOME FOOTBALL.

Result of Latest League Matches.

The results of the League matches played on April 4 are as follow:—

First League.
Middlesbrough 4, Preston N.E. 1.
Sheffield Wed. 4, Sunderland 0.
Manchester City 2, Oldham 1.
Derby County 4, Manchester United 2.

Everton 2, West Bromwich 0.
Spurs 0, Liverpool 0.
Blackburn Rovers 3, Bolton 2.
Newcastle 3, Villa 1.
Bradford City 0, Chelsea 0.
Sheffield United 5, Burnley 0.

Second League.
Blackpool 0, Orient 0.
Kotbs Forest 2, Leeds City 1.
Fulham 1, Wolves 0.
Bury 0, Bradford 0.
Birmingham 2, Grimsby 0.
Stockport 2, Huddersfield 0.
Notts County 1, Barnsley 0.
Glossop 5, Lincoln City 1.
Hull City 0, Leicester Rovers 0.
Arsenal 1, Bristol City 1.

Southern League.
Crystal Palace 3, Coventry Southampton 2, Norwich 0.
Swindon 3, Portsmouth 0.
Millwall 3, Cardiff City 0.
Bristol 1, Brighton 0.
Plymouth 1, Gillingham 0.
Exeter 3, Rangers 2.
West Ham 1, Northampton 1.

A. F. A. Final.
Ealing 5, Civil Services 2.

Reduced Postal Rates.

On and from 1st inst. the postage on parcels sent from Europe by the overland route to Aden, Ormuz, Dutch East Indies, Hongkong, Malay States, and Straits Settlements will be reduced by 4s. Parcels may now be sent by the overland route to Brinsford North Borneo.

To-day's Advertisements

WANTED.

WANTED.—A PROOF READER. Apply to "Hongkong Telegraph."

WANTED.

WANTED.—Harbour Assistant by a firm of Ship Chandlery—must be British. Apply "HARBOR" c/o Hongkong Telegraph.

To-day's Advertisements

G. A. WOODCOCK, R. MAGISTRAT.

[T is hereby notified that a meeting of the Licensing Board will be held in the Council Chamber on Wednesday 6th of May, 1914, at 2.15 p.m., for the purpose of considering the following applications under the Liquors Consolidation Ordinance, 1911:—

(1) From one George Green for permission to remove the business now carried on by him under a Publican's Licence at Nos. 98 and 100 Queen's Road Central under the sign of "Criterion Hotel" to the New Travellers Hotel at No. 74 Queen's Road Central. The business after the removal will be carried on under the sign of the "Criterion Hotel."

(2) From one Frederick Elliott Armstrong Martin for a Publican's Licence to sell by retail intoxicating liquors on the premises numbered 2 Pak Shui Wan, Shau Kei Wan Road, under the sign of the "Belle View Hotel."

G. A. WOODCOCK, Secretary to the Licensing Board.

NOTICE TO CONSIGNEES.

R.M.S. "EMPEROR OF JAPAN."

The above-mentioned steamer having arrived from Vancouver, Victoria and Japan Ports, Consignees of cargo are hereby notified that their goods, with the exception of Parcels, Treasure and Valuables are being landed and placed at their risk in the Hongkong & Kowloon Wharf and Godown Co.'s Kowloon Godowns, where delivery can be obtained.

Goods on hand after the 1st May will be subject to rent.

No Fire Insurance will be effected.

All damaged packages are to be left in the Godowns and this Office notified, when arrangements will be made for examination. No claims will be admitted after the goods have left the Godowns.

D. W. CRADDOCK, General Traffic Agent.

Hongkong, 25th April 1914.

PUBLIC AUCTION

THE Undersigned has received instructions to sell by Public Auction on

MONDAY the 27th April, 1914 commencing at 11.30 a.m. at his Sales Rooms, Duddell Street.

A Large Quantity of Valuable Household Furniture.

Terms:—Cash on delivery.

GEO. P. LAMBERT, Auctioneer.

THE Undersigned has received instructions to sell by Public Auction on

WEDNESDAY the 29th April 1914 commencing at 11 a.m. at his Sales Rooms, Duddell Street.

25 CASES JOHN BEGG'S WHISKY.
25 CASES GIN.
30 CASES ELBSCHLOSS BEER.

The above will be put up in lots to suit purchasers.

Terms:—Cash on delivery.

GEO. P. LAMBERT.

Summit

ZEPHYR SHIRTS

WHITE and COLOURED. SOFT and STIFF CUFFS

\$3.50 EACH 6 FOR \$19.50

COLLARS ALL SHAPES IN QUARTER SIZES

\$4.50 PER DOZEN.

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"MEN'S WEAR SPECIALISTS"

16, DES VŒUX ROAD.

WM. POWELL, LTD.

TEL. 346.

SMART WHITE SHOES

FOR GENTLEMEN

CANVAS and BUCKSKIN

LEATHER AND THICK RUBBER SOLES

(Moderate Prices.)

WM. POWELL, LTD.

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JEWELLERS, WATCHMAKERS, OPTICIANS.

LARGE SELECTION OF

WOMEN'S WATCHES

FOR LADIES & GENTLEMEN.

Prices Right

ALL WATCHES SOLD BY US ARE FULLY GUARANTEED.

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THE GREAT "ALLISON" ENGLISH PIANO

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AT THE

PRICE OF A CHEAP ONE.

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A ROYAL DRINK

"KING GEORGE IV"

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THE D.C.L. CO.

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TOP NOTCH

ONE STANDARD

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BLENDED & BOTTLED UNDER BOND AT SOUTH QUEENSFERRY NEAR EDINBURGH.

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CANDE PRICE & CO. LTD.

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6, 7, 1900

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CANADIAN PACIFIC
ROYAL MAIL.
STEAMSHIP LINE.

From Hongkong	From Quebec
Empress of Japan 30th April.	Empress of Ireland 28th May.
Empress of Russia 13th May.	
Empress of India 28th May.	

All Steamships leave Hongkong at noon.

The "EMPERESS OF RUSSIA," and "EMPERESS OF ASIA" are new quadruple screw 21 knot turbine steamers, of 16,850 tons gross, 30,625 displacement, the finest, fastest and most luxurious on the Pacific.

The direct route to Canada, United States and Europe, calling at Shanghai, Nagasaki and through the Inland Sea of Japan, Kobe, Yokohama and Victoria, B.C.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with Marconi Wireless apparatus.

PASSAGE RATES HONGKONG TO LONDON.

"EMPERESS OF RUSSIA," "EMPERESS OF ASIA," via Optional Atlantic Port, £71.10.

"EMPERESS OF INDIA," "EMPERESS OF JAPAN," via Optional Atlantic Port £65.

"MONTAGUE," Intermediate service, via Canadian Atlantic port £43, via Boston or New York £45.

Rates quoted above do not include meals and sleeping car across Canada. These, if required, will be furnished for £26 additional.

SPECIAL RATES (First Class only) allowed to Naval and Military officers, Civil Service employees, Missionaries, etc., etc.

Passengers purchasing Trans-Pacific Round Trip passage tickets have the option of returning from San Francisco by the steamers of the Pacific Mail S.S. Co., or Toyo Kisen Kaisha.

Local and through passengers may, if desired, travel by rail between Ports of call in Japan.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China.

Corner of Pedder Street and Praya, opposite Blake Pier.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

Regular Service Between
CALCUTTA, STRAITS, SHANGHAI and JAPAN PORTS.

EASTWARD.

S.S. "C. Apar," 4,600 tons, Capt. Drake, will be despatched for SHANGHAI, KOBE & MOJI on 8th May.

WESTWARD.

S.S. "Torilla," 5,205 tons, Capt. Swanson, R.N.R., will be despatched as above on 12th May.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to,

DAVID SASSOON & CO., LTD.
Agents.

Hongkong, Apr. 21, 1914.

THOS. COOK & SON,

Tourist, Steamship and Forwarding Agents,
Bankers, &c.

Head Office for the Far East:—18, DES VŒUX ROAD, HONGKONG. SHANGHAI: 2-3, Foochow Road. YOKOHAMA: 32, Water Street. MANILA: Manila Hotel.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

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HAMBURG-AMERIKA LINE.

IN CONJUNCTION WITH
Deutsche Dampfschiffahrts Gesellschaft "HANSA."

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Regular Sailings from JAPAN, CHINA and PHILIPPINES via STRAITS and COLOMBO.

Marseilles, Havre, Bremen and Hamburg and New York.

And from Manila, Hongkong and Japan to Vancouver (B.C.) and Portland (Or.).

Sailing Cargo at Through rates to all European North Continental and British Ports, also Trieste, Lyons, Oporto, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD.

For Shanghai, Kobe & Yokohama:

Sambria	13th May	Suevia	12th July
Andalusia	17th June	Alesia	12th Aug.

HOMEWARD.

For M'les, H're H'burg & A'werp:	For R'dam, Hamburg & A'werp:
Belgravia	Brasilia
For H're R'dam, H'men, H'burg:	For Havre & Hamburg:
Bayern	Furst Bulow
For Havre, H'burg & Antwerp:	For R'dam, Hamburg & A'werp:
Arabia	Wuerittemberg
For Havre, Emden, & Hamburg:	For R'dam, H'burg & A'werp:
Uckermark	Goldfels
For M'les, R'dam, H'burg, A'werp:	For Havre Emden & H'burg:
Brigavia	Segovia
For Havre Bremen & H'burg:	
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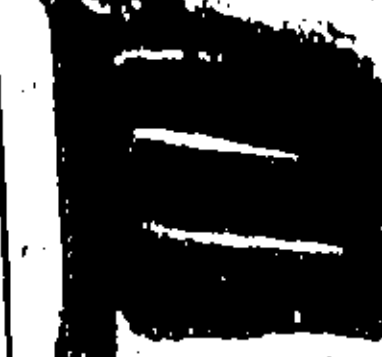
For Further Particulars, apply to—

Hamburg-Amerika Linie,
Hongkong Office.

Shipping

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.



Projected Sailings from Hongkong—

Subject to Alteration

Destination.	Steamers.	Sailing Date
MARSEILLES, LONDON & ANTWERP, via Singapore, Malacca, Penang, Colombo, Suez, & Port Said	Mishima Maru Capt. Sommer T. 16,000 Kaga Maru Capt. Tabusa T. 12,500	WEDNES., 6th May, 10 a.m. WEDNES., 20th May, at 10 a.m.
VICTORIA, B.C., and SEATTLE, via Shanghai, Kobe, Yokohama, and Yokohama	Tamba Maru Capt. Teranaka T. 12,500 Aki Maru Capt. Noma T. 12,500	TUESDAY, 5th May, at 4 p.m. TUESDAY, 19th May, at 4 p.m.
SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane	Nikko Maru Capt. Takeda T. 9,600	WEDNES., 6th May.
CALCUTTA, via Spore, Penang & Rangoon	Kirin Maru Capt. Nakamura T. 5,000	SATURDAY, 2nd May.
BOMBAY via Singapore and Colombo	Inaba Maru Capt. Shinohara T. 12,500	SUNDAY, 26th Apr.
KOBE & Yokohama	Hitachi Maru Capt. Sato T. 12,500	THURS., 7th May, at 11 a.m.
NAGASAKI, Kobe & Yokohama	Kumano Maru Capt. Seyoda T. 9,300	TUES., 5th May, at 5 p.m.
KOBE & Yokohama	Colombo Maru Capt. Kawasima T. 5,000	TUESDAY, 28th Apr.
KOBE & Yokohama	Hakata Maru Capt. Nomura T. 12,500	MONDAY, 11th May.

1 Cargo only.

1 Fitted with new system of wireless telegraphy.

PASSENGER SEASON 1914

FOR EUROPE.

Mishima Maru 16000 tons sails Wednesday 6th May.

FOR AMERICA.

Tamba Maru 12500 tons sails Tuesday 5th May.

For further information apply to

Telephone No. 293.

T. KUSUMOTO, Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
SHANGHAI & TSINGTAU	Yingchow	25th Apr. at midnight
SHANGHAI	Shaohsing	28th Apr. at noon
MANILA, CEBU & ILOILO	Teian	28th Apr. at 4 p.m.
H'OW, P'HOI & H'ONG K'anglong	Kalong	29th Apr. at 10 a.m.
W'WEI, C'FOO & TIENTSIN	Huichow	30th Apr. at noon
SHANGHAI	Anhui	30th Apr. at 4 p.m.
SHANGHAI & TSINGTAU	Kanchow	2nd May at midnight
MANILA, CEBU & ILOILO	Chinhua	5th May at 4 p.m.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

"S.S. LINTAN" and "S.S. SANUI"

MANILA LINE.—Twin Screw Steamers "Chinhua," "Taming," and "Teian." Excellent saloon accommodation amidships; electric fans fitted; extra staterooms on deck aft on "Taming" and "Teian."
SHANGHAI & TSINGTAU LINE.—The Twin Screw steamer, "Anhui," "Chenai," "Shaohsing," and the S.S. "Kanchow," "Liangchow," "Luchow" and "Yingchow" having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The steamers leaving Hongkong on Sundays proceed from Shanghai to Tsingtau, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of the trans-shipment at Woosung.

Reduced Fares:—Single \$45; Return \$75.

For Freight or Passages apply to

BUTTERFIELD & SWIRE.

Telephone No. 36

Hongkong 25th Apr. 1914.

Agents

RUSSIAN VOLUNTEER FLEET.

HONGKONG AGENCY.

Outward Bound.

(Vladivostok via Nagasaki.)

The S.S. Voronej 5616 R.T., Capt. Oranovsky, is expected to arrive here on or about the 24th April 1914.

Homeward Bound.

(Odessa via Ports of call.)

The S.S. Mogilev 6200 R.T., Capt. Kekouatoff, is expected to arrive here about the middle of May 1914.

For Freight, Passage and further particulars, apply to

Capt. D. A. LUKHMANOFF, Agent,

Hotel Mansions, 3rd Floor,
Spring Road, 1st Apr. 1914.

Tel. No. 1154.

Shipping

HONGKONG
PHILIPPINES.
PHILIPPINES
STEAMSHIP CO.

Steamship.	T.	Captains.	For	Sailing date.
Zafiro	4000	F. S. McMurray	Manila, Mangarin, Cebu and Iloilo.	SATUR., 2nd May, 4 p.m.
Rubi	4000	J. Miller	Manila, Mangarin, Cebu and Iloilo.	TUES., 12th May, 4 p.m.

Electric light Fans in every cabin; competent stewardesses carried.

Passengers holding round trip tickets may return by any steamer of the Pacific Mail S.S. Co., Toyo Kisen Kaisha, Norddeutscher Lloyd and Eastern and Australian Steamship Co., Ltd.

For Freight or Passage apply to

SHAW, TOMES & CO.
GENERAL MANAGERS

Hongkong, 24th Apr. 1914.

JAVA-CHINA-JAPAN
LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	For	Will leave on or about
Tillalap	JAPAN	2nd half Apr.	JAVA	2nd half Apr.
Tillaroem	JAVA	1st half May	JAPAN	1st half May
Tikini	JAVA	1st half May	JAPAN	1st half May
Tijlwoh	S'HAJ	2nd half May	JAPAN	2nd half May
Tijmah	JAVA	2nd half May	S'HAJ	2nd half May
Tijpanas	JAVA	2nd half May	S'HAJ	2nd half May
Tijbodas	JAVA	2nd half May	JAVA	1st half June
Tijmanoe	JAVA	1st half June	S'HAJ	1st half June

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 1574

York Building.

TOYO KISEN KAISHA

SAN FRANCISCO LINE

VIA SHANGHAI, MANILA, THE INLAND SEA,
JAPAN and HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement	Tons & Speed	Leave Hongkong.
Hongkong Maru	11,000	18 knots	Sat., 25th Apr. 10.30 a.m.
Shinyo Maru	22,000	21 knots	from Kobe 11th May.
Chyo Maru	22,000	21 knots	Tues., 19th May.
Tenyo Maru	22,000	21 knots	Tues., 16th June.
Nippon Maru	11,000	18 knots	Tues., 23rd

Passengers by this steamer may travel per S.S. Hongkong Maru, via Manila. Omitting Shanghai.

All steamers will be despatched at NOON.

First Class to London.....£71.10. Return (6 months) £120.

First Class to New York.....£60. Return (6 months) £96.10.

San Francisco £45. Return (6 months) £68.

Passengers purchasing Trans-Pacific Return tickets have the option of returning from San Francisco by steamers of the Pacific Mail S.S. Co., or from Vancouver by steamers of the Canadian Pacific Railway Co.

Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSIONARIES etc.

ROUND THE WORLD Tickets issued in Connection with all the Principal Mail lines and the Trans-Siberian Railway.

Passengers may travel by Railway between ports of call in Japan free of charge.

SOUTH AMERICAN LINE.

Via JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE and VALPARAISO.

Thence by TRANS-ANDAN ROUTE to BUENOS AIRES.

For Full Particulars as to Passage & Freight, apply to

S. MORIMOTO, Agent,

KING'S BUILDINGS.

THE EASTERN & AUSTRALIAN
STEAMERS CO., LIMITED.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION).

Steamers.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
Aldenhay	2nd May.	1st May, 10 a.m.
Empire	29th May.	29th May.
St. Albans	23rd May.	19th June.
Eastern	13th June.	10th July.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, French Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston & Co.

Agents.

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers, Electric Light, Excellent Cuisine.

FOR SWATOW, AMOY, AND FOOCHOW RETURN.

(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Haitan	J. S. Roach	TUESDAY, 28th Apr. at 11 a.m.
Haiyang	A. E. Hodgins	FRIDAY, 1st May at 11 a.m.
Haiching	W. O. Passmore	TUESDAY, 5th May at 11 a.m.

FOR SWATOW.

Steamships.	Captain	Leaving.
Haimun	J. W. Evans	SUNDAY, 26th Apr. at 10 a.m.
Haimun	J. W. Evans	WED., 29th Apr. at 11 a.m.

Steamers will arrive at and depart from the Co.'s Wharf near Blake Pier.

For Freight and Passage, apply to

Douglas Laprak & Co.

General Managers.

LOG BOOK.

Singapore Slipway Company.

The Secretary of the Singapore

Slipway and Engineering Com-

pany communicates the following:

—The twenty eighth ordinary

general meeting of the shareholders

of the Singapore Slipway

and Engineering Co., Ltd., was

held at the registered office of the

company, Tanjong Pagar, on

April 15, Mr. S. A. Lane in the

chair. The minutes of the 27th

meeting having been read and

confirmed, the directors' report

was approved and accepted, and

the account passed. The working

account showed a debit balance

of \$4,485.17, which amount it

was decided to carry forward to

the next year. Mr. S. A. Lane,

the director to retire by rotation,

was re-elected. Messrs. Welch

and Co. were elected as auditors.

Motor Launch.

The Crown Agents for the

Colonies have ordered from the

Austin Motor Company an inter-

esting launch for harbour

service in Gambia. The vessel,

which is to be 33 ft. long by 7 ft.

beam by 4 ft. deep, will have a

draught of 2 ft. 6 in. The hull

will be very substantially built,

the planking being of 1 in. teak,

with copper sheathing below the

water line, and it will be decked

FOR THE LADIES.

OUR WEEKLY CAUSERIE ON WOMEN'S MATTERS

LATEST WHIMS OF FASHION—SOME PUDDING RECIPES—USEFUL HOUSEHOLD HINTS.

While it has not yet quite vanished from sight the slit in the skirt of the moment is gradually fading into a passé. The very latest skirt is the bustled one pulled up shorter behind and thus allowing room to step which was formerly granted by the slit. The skirts are raised well above the heels in the rear and afford ample room for walking. While skirts are still seen their regulation length is twelve inches—just a foot for two feet.

Neck Coats.
The newest coats are out on entirely different lines from those which have been followed for the last year or two, especially at the back. One effective model is of navy blue gaberdine, the coat cut away in front, but fashioned in a deep basque at the back, with seams running up to the shoulder, and little godet pleats below the waist, which fall so as to reveal a glimpse of the mauve lining. The skirt is draped up, also showing a mauve lining; another innovation.

Bridge Gowns.
Little restaurant or bridge gowns of velours are worn with frilled fichus of fine lace, or with the graceful wired Medice collar; and the long sleeves have lace wrist frills falling well over the hand. Some have sleeves of white net in contrast to a dark toned gown. Bridge coats of lace or net heavily embroidered with silk, very simple shaped, and with soft folded, yests of tulle are very useful for wearing with diver skirts, especially for wearing at hotels or on board ship, as they look extremely smart and are easily packed, taking up very little room. They are usually all black or deep ivory, sometimes worked in pale tints on an ivory or parchment net.

The woman who has any cameo among her jewellery now rejoices, for there has been a return of these exquisite bits of carving. The cameo is seen in brooches, buckles, pins, rings, pendants, hair ornaments, and fancy fastenings of all kinds. A cameo pin is especially effective nestled among the soft folds of a filmy fichu. Nothing seems safe from the fickle fingers of fashion. Now its the wedding ring that is having the changes rung. Not content with restricting its change of style to its width as heretofore, fashion has decreed that gold is no longer the chic material. Hence the nuptial band of platinum will enrole the third left finger of all fashionable 1914 brides; if the bridegroom knows what.

Pudding Recipes.

The following little recipes may help to solve the ever-present pudding problem.

Orange Puffs.—One-third cup butter, 1 cup sugar, 2 eggs, 13/4 cups flour, 3 teaspoonfuls baking powder. Cream the butter, add sugar gradually and eggs well beaten; mix and sift flour and baking powder; add alternately with milk to first mixture; bake in buttered individual tins. Serve with orange sauce.

Banana and Jelly Trifle.—Warm a pint lemon jelly and flavour it with marshmallows for sherry. Peel six bananas and arrange them at the bottom of a glass dish, pour the lukewarm jelly over, and when set decorate with whipped cream and raisins, and glaze cherries.

Jewellery.

Chocolate Bread Pudding.—Two cups stale bread crumbs, 4 cups scalded milk, 2 squares chocolate, 23 cup sugar, 2 eggs, 1 teaspoonful salt, 1 teaspoonful vanilla, 8 lb. bread in milk 30 minutes, melt chocolate in saucepan placed over hot water, add one-half sugar and enough milk taken from bread and milk to make a consistency to pour; add to mixture with remaining sugar, salt, vanilla and eggs, slightly beaten; turn into butter pudding dish and bake one hour in moderate oven. Serve with hard or cream sauce.

Harvard Pudding.—One-third cup butter, 1 cup sugar, 2 cups flour, 33 teaspoonfuls baking powder, 1 teaspoonful salt, 1 egg, 1 c p milk. Mix and sift dry ingredients and work in butter with tips of fingers; beat egg, add milk and combine mixtures; turn into buttered mould, cover and steam two hours. Serve with warm apple sauce and hard sauce.

Snowballs.—One-half cup butter, 1 cup sugar, 1 cup milk, 1 cups flour, 33 teaspoonfuls baking powder, whites of 4 eggs. Cream the butter, add sugar gradually, milk and flour, mixed and sifted with baking powder; then add the whites of eggs beaten stiff. Steam 35 minutes in buttered cups; serve with preserved fruit, quince, marmalade or strawberry sauce.

Household Hints.

Shine on Clothes.—Put an ounce lump ammonia and half an ounce of shredded soap into a bottle. Add a pint of hot water, cork, and shake until the ammonia and soap are dissolved. Rub the clothes with this preparation whilst still slightly warm.

Polish on Pianos.—To preserve the polish on pianos, first wipe over the woodwork with a soft piece of flannel wrung out in warm water, with a little good soap; well dry. Then wipe over again with a little salad oil, and lightly polish; lastly use a little furniture polish, which should be rubbed in lightly and briskly. This should be done about once a week.

Scratched Furniture.—Dip a fine camel hair brush in shellac varnish and carefully paint the scratched. Go over the mark several times until it has disappeared. Nothing should be allowed to rest on the varnish until it is quite dry, and care must be taken that only the scratched part is painted over with the varnish.

Washing Chamber Gloves.

Make a tepid soap lather. Put the gloves on the hands and wash them in the lather. Do not rub any soap directly on to the gloves. Rub in tepid soapy water. Remove the gloves from the hands, wring them in a dry cloth, and hang up to dry in a strong current of air. Using soapy water for rinsing. This will keep the chamber soft.

EVENTS IN ULSTER.

A Link With the Far East.

The amazing proceedings in the north of Ireland in the past fortnight affected two of the regiment which have their foreign service battalions in the Far East—the Cornwall Light Infantry and the Yorkshire Light Infantry, says the *L. and U. Express* of April 3. The 1st Battalion Cornwall Light Infantry was hurriedly dispatched to Newry from the Curragh, and its chief duty on arriving at Newry was to guard empty barracks—barracks which had been vacant since the 2nd Battalion, now at Hongkong, had left them eight years ago. A detachment of the Cornwall Light Infantry was also sent to reinforce the headquarters. A company of the Yorkshires was dispatched by the cruiser *Pathfinder* from Dublin to Carrickfergus Castle, at the entrance of Belfast Lough, to strengthen the already strong garrison in that ancient fortress. The men of both battalions are strongly in sympathy with Ulster, and made the fact known before they were long among the people whom they were presumably sent to coerce into subjection.

Naval Aide's Wedding.

The wedding of Commander Seddon, the naval aide, and Miss Elsie Agar took place at Sittingbourne, Kent, recently.

YARN-MARKET.

A Pernicious Practice which is Growing Worse.

Messrs. Polihwalla and K. wall in their report, dated April 24, state:—

In our last issue, we took occasion to sound a note of warning with a view of directing attention to the growing tendency on the part of the country buyers, when prices go against them, to ignore their former purchases and to satisfy their immediate requirements elsewhere at current rates. It appears that our remarks have been reproduced in the Chinese press, but, we regret to learn, have been wrongly translated. We wish to be clearly understood that our remarks were in no way directed against any particular firm or individual, nor had we any intention of attacking the credit or stability of any one connected with the yarn trade. Our sole object was to draw attention to a pernicious practice, which admittedly does exist, which is daily growing worse and inflicting great hardship upon the dealers, and which is being indirectly encouraged in certain quarters by the introduction of novel conditions hitherto unknown in this market. Having deemed it our duty, in the interest of clean and healthy commerce to call attention to this matter, we must leave it to those whom it most concerns to deal with and to find a remedy.

During the past fortnight the market was again dull, the total sales for the period amounting to about 2,000 bales, which were done to meet immediate needs. A further fall of \$2 per bale has been established. Closing tone very dull. Total sales, 2,000 bales. Unsold stocks, 48,000 bales. Sold but undelivered in the Godown and to arrive 33,000 bales.

Arrivals.—Extra Srs. "Leonards" and "Assaye" from Bombay, and Srs. "Dilwara," "Torilla" and "Suisang" from Calcutta have brought in 15,000 bales for Hongkong and 13,000 bales for Shanghai. Shipments from Hongkong to Shanghai, and coast ports & nil.

Local Mill.—About 50 Bales No. 12 at \$120/2.

Japanese Yarn.—Sales of 200 Bales Yellow Joss 20s at \$137/2.

FREIGHT MARKET

Messrs Lamke and Rogge in their freight circular, dated April 25, state:—

The freight market during the fortnight under review has presented no fresh of importance, and actual chartering business has, with the exception of a few coal cargoes, been practically confined to demand for tonnage from Saigon to this, for loading in most instances; not before the end of this month. The last rate paid, i.e. 20 cents per picul, has been maintained throughout the fortnight, but, as to demand, there is again very little enquiry at the close. Owing to Saigon Rice Millers being still unable to spare much grain for new Contract and quarantine restrictions having been enforced at Saigon against arrivals with cargo & for passengers from this, it cannot be said that the outlook for prompt employment is very promising.

The North reports that trade is still in a state of depression owing to the unsettled political outlook in China which is causing a general feeling of uneasiness throughout the country, and precludes forward business being transacted in any great volume. Rice exports from Saigon from 1st of January to 31st April amount to 342,174 tons as compared with 250,132 tons during same period last year. Quotation stands for May/June shipments at 484 10 per picul f.o.b. against \$4.82 same period last year.

Saigon/Philippines.—No tonnage is required for prompt loading.

Saigon/Java.—Without having secured a return cargo beforehand, owners will not look at such freights as are offered.

Bangkok.—The berth rate stands at 40 cents per picul for loading inside the bar, but in consequence of Christmas holidays, outside tonnage offering could not be placed.

Coal freights from Japan are firmer and prompt tonnage is scarce.

HOME MARKETS.

Latest Report By Mail.

The state of the Home markets on April 1 was as follows, according to *Times* reports:—

Cotton.
Liverpool 1.—A continued good demand was experienced for spot cotton both from consumers and from importing merchants to cover old contracts. The turnover in America showed further expansion, and quotations were again raised 1 point. Middling, 7. 22 1/2. Brazil was rather pressed for sale and declined 4 points, but Egyptian were firmly held and met a fairly good demand. Surats remained quiet. Futures have continued to show a steady undertone owing to the encouraging report from Manchester and continued adverse weather conditions in some parts of the belt. Prices opened 1 1/2 points lower in response to overnight advices, but offerings were well absorbed, and with some bear covering and a little buying for Continental account values recovered slightly during the morning, midday prices being 1-2 to 1-1/2 points below last night. Early in the afternoon a rise of 2 to 3 points was established under fair trade support and some local buying, but fully lost later owing to selling orders from New York to reverse straddles and jobbers realizing. The market closed steady at 1-1-2 to 2-1-2 points decline. Egyptian futures opened 2 points lower, but improved afterwards in the absence of selling pressure. After being 1 point to 3 points higher the market eased off and closed 1 point higher to 2 points lower. April 8 95, May 9 02, June 9 08, July 9 13, August to October 9 17, November 9 23, December 9 26, January 9 27, and March 9 30. Tenders at the Clearing House, 300 bales of American on new dockets.

The sales were estimated at 15,000 bales, including 2,000 in speculation and for export.

Manchester.—Prices continued strong at the advance recently made. American yarns are quoted 3/ 9d. higher than a week ago, while cloth is firmer. Business with India shows a marked improvement, substantial orders for Dhooties and Jaconets are still being booked, and good licenses are being entered in shirting, and in printing cloths, though in all these cases most of the sellers are insisting upon better prices. China is still disappointing and practically nothing is being done for South America. American yarns were in more active demand, but the higher quotations of produce restrained transactions.

Copper.
London.—The market has again had a very firm appearance under the influence of firmer American reports. Sellers were more reserved, and on fairly active speculative support prices opened 3-4 1/2 higher at 85 1/2 for three months, and a fair business ensued at quietly advancing prices. The first session closed at the best points touched, or with a rise of 8s. 9 1/2. 10s. A good business was done during second session, and values, on well sustained forward inquiries, advanced to 86 1/2. 8d. for three months. The rise on the day is about 10s. at 85 1/2. 9 1/2. cash, and 86 1/2 three months. Total sales, 1,700 tons. Settlement price, 255 10s.; tough and best, 270; electrolytic, 267 10s.

Freight.
There was no expansion of demand on April 1 for tonnage and apart from the River Plate, which maintained its strength, home-ward markets were generally quiet, and in some trades lower rates had to be accepted in order to effect business. The Black Sea district again had an easier tendency, offering of freight space being in excess of shippers requirements, and for prompt loading at Novorossiisk business was arranged at 60s. to 65. 6d. as the basis for Rotterdam, while the lower rate of 7s. 6d. was taken from the Azoff.

Sold to Japan.
The steamer *Assaye*, belonging to the Hamburg-American Line, has been sold to Japanese buyers for about \$8,500. She is of 2,530 tons gross and 1,544 tons net register and was built at Hamburg in 1880, with dimensions 321 1/2 ft. by 40 8 ft. by 23 1/2 ft.

FAR EASTERN NAVAL SQUADRONS.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Nam	Class	Tons	Guns	H.P.	Commandr	Reported at
Alacrity	Despatch-boat	1,700	12	2,000	Comdr. A. Cochran	Hongkong
Admiralty	Admiralty tug	—	—	—	Master W. West	Hongkong
Bramble	Gunboat	710	2	900	Lt.-Com. V.R. Brandon	Yangtze
Britomart	Gunboat	710	2	900	Lt.-Com. W. H. Darwell	Hongkong
Cadmus	British sloop	1,070	6	1,400	Comdr. H. Williams	Shanghai
Cherub	Water tank and tug	380	—	300	Master H. Smith	Hongkong
Chelmer	T. B. Destroyer	580	—	7,550	Lt.-Com. H. T. England	Hongkong
Comet	British sloop	1,070	6	1,400	Comdr. Mackenzie, D.S.O.	Peking
Hamphire	1st class cruiser	10,350	10	20,500	Capt. H. W. Grant	Weihaiwei
Ged	Torpedo boat destroyer	—	—	—	Lt.-Com. G. A. Mullock	Hongkong
Kinaha	River gunboat	618	4	1,200	Lt.-Com. H. Marryatt	Yangtze
Kennett	Torpedo boat destroyer	—	—	—	Lt.-Com. Boddam Whitlam	Hongkong
Merlin	Surveying ship	1,040	—	—	Lt.-Com. C. J. Gibson	Labuan
Minotaur	1st class cruiser	14,000	—	27,000	Capt. E. B. Kiddle	Weihaiwei
Moore	River gunboat	180	2	800	Lt.-Com. Alan Dixon	Hongkong
Newcastle	2nd class cruiser	4,800	12	22,000	Capt. Frederick A. Powlett	Shanghai
Northampton	River gunboat	85	2	240	Lt.-Comdr. M. Murray	Yangtze
Ribble	Torpedo boat destroyer	580	—	7,550	R.W. Wilkinson	Weihaiwei
Robin	River gunboat	85	2	240	Lt.-Comdr. Nash	West River
Rosario	Depot ship for submarines	980	—	1,400	Lt.-Comdr. Cromie	Canton
Sandpiper	River gunboat	85	2	240	Lt.-Com. I. S. Hutton	West River
Snipe	River gunboat	85	2	240	Lt.-Com. Maurice Leslie	Yangtze
Taka	Torpedo boat destroyer	350	6	6,000	Gunner W. H. Byder	Hongkong
Tal	River gunboat	180	2	800	Lt.-O. Hon. Guy Stopford	Yangtze
Thistle	Gunboat	710	2	900	Lt.-O. H.R.N. Cotrell Dorman	Yangtze
Triumph	—	11,915	—	12,500	Capt. P. Searnsfield	Hongkong
Umar	Receiving Ship	—	—	—	Comdr. Anstruts	Hongkong
Ush	Torpedo boat destroyer	580	—	7,500	Lt.-Comdr. Maxwell	Weihaiwei
Virago	Torpedo boat destroyer	355	6	6,300	Lt.-Com. H. D. Adair-Hill	Weihaiwei
Welland	Torpedo boat destroyer	590	—	7,500	Com. Seymour	Weihaiwei
Whiting	Torpedo boat destroyer	360	6	5,900	Lt.-Com. R. Neville	Weihaiwei
Widgeon	Gunboat	195	2	800	Lt.-Comdr. J. C. Borrett	Yangtze
Woodcock	Gunboat	150	2	500	Lt.-Com. M. B. Blackwood	Yangtze
Woodlark	Gunboat	150	2	500	Lt.-Comdr. Lloyd	Yangtze
C. 36	—	—	—	—	Lt.-Com. Pope	Hongkong
C. 37	—	—	—	—	Lt.-Com. McGillivray	Hongkong
C. 38	—	—	—	—	Lt.-Com. J. Gairnes	Hongkong
T.B. 335	—	—	—	—	Lt.-Com. Handley	West River
T.B. 336	—	—	—	—	Lt.-Com. T. Barton	Hongkong
T.B. 337	—	—	—	—	Lt.-Com. Nicol	Hongkong
T.B. 338	—	—	—	—	Lt.-Com. H. W. Seymour	Hongkong

* Flagship of Admiral Jerram, K.O.B., C.V.O., C.M.G. Commander-in-Chief.

FOREIGN MEN-OF-WAR ON NORTH CHINA AND JAPAN STATION.

French.						
Dupetit	Armoured cruiser	10,014	30	20,000	Capt. Vergos	Shanghai
Kléber	Armoured cruiser	9,700	12	19,800	Capt. Gourts	Hongkong
Decoe	Gunboat	645	10	1,000	Lieut. Vandier	Saigon
Argus	River gunboat	180	6	570	Lieut. Dordet	Canton
Vigilante	Gunboat	123	7	500	Lieut. de Jervillier	Canton
Peiho	Gunboat	130	—	—	Lieut. Collin	Tongku
Dordard de Lagree	Gunboat	—	—	—	Lieut. Dupuy Duteuil	Tsungkun
* Flagship of Rear-Admiral Colloch de Kerillis, Commander-in-Chief, the French China Station						
Lynx	Submarine	—	—	—	Lieut. Bolux	Saigon
Protee	Submarine	—	—	—	—	Saigon
Styx	Armoured gunboat	1,798	10	1,700	Lieut. Guillaume-Louis	Saigon
Fronda	Destroyer	350	7	303	Lieut. Aurillac	Saigon
Therville	Destroyer	—	—	—	Capt. de Frigate Roussin	Hongkong
Pistolet	Destroyer	130	7	300	Comdr. de Marquessac	Saigon
Mousquet	Destroyer	307	6	300	—	Saigon
Manche	Surveying ship	1,625	10	9,000	Com. Voisin	Saigon
* Flag ship of Commodore Bonicaud, Commanding the local defence Indo-China.						
German.						
Emden	Cruiser	3,600	22	13,500	Capt. v. Muller	Tsingtau
Ueisenau	Armoured cruiser	11,800	35	28,000	Captain Brunnighaus	Tsingtau
Ulla	Gunboat	900	12	1,300	Comdr. Sachse	Canton
Jaguar	Gunboat	900	12	1,300	Comdr. Luring	Shanghai
Leipzig	Cruiser	3,250	24	11,000	Capt. Haun	Tsingtau
Luchs	Gunboat	900	10	1,350	Comdr. Thiercksen	Hankow
Nurnburg	Cruiser	3,400	22	13,200	Capt. v. Schonburg	Tsingtau
Orther	River gunboat	—	—	—	Capt. Lieut. Firle	Yangtze
Scharnhorst	Flagship	11,600	36	28,000	Capt. F. Scholtz	Tsingtau
S. 90	Torpedo boat	400	8	6,500	Capt. Lt. Brunnor	Tsingtau
Taku	Torpedo boat	280	4	6,000	Obit. z. S. v. Mautorge	Tsingtau
Tiger	Gunboat	900	10	1,350	Comdr. Becker	Tsingtau
Tangtau	River gunboat	225	4	1,300	Capt. Lt. v. Moller	Canton
Vaterland	River gunboat	223	4	500	Obit. z. S. Dressler	Yangtze
Portuguese.						
Adamastor	Cruiser	1,757	—	—	Capt. Annibal de S. Dias	Hongkong
Macao	Gunboat	—	—	—	Capt. Martins	Macao
Patria	Gunboat	700	—	—	Capt. Luiz A. de Magalhães Correa Mosa	Macao

UNITED STATES VESSELS.

A-2	Submarine	—	—	—	Ensign G. Bradford	Cavite
A-4	—	—	—	—	Ensign J. R. Mann	—
A-6	—	—	—	—	Ensign H. L. Babel Daffer	—
A-7	—	—	—	—	Ensign R. J. Wood	—
Albany	Protected cruiser	3,430	10	7,500	Commander M. L. Bristol	Cruising
Bainbridge	Torpedo boat des.	420	7	8,000	Lieut. R. A. Spruance	Cavite
Barry	Torpedo boat des.	420	7	8,000	Lieut. C. J. Keller	—
Callao	Gunboat	243	8	250	Ensign W. L. Beck	Canton
Chancey	Torpedo boat destroyer	420	7	8,000	Lt. J. C. Jennings	Cavite
Cincinnati	Protected cruiser	3,183	11	10,000	Lt. J. V. Chase	Cruising
Dale	Torpedo boat destroyer	420	7	8,000	Com. J. K. Colman	Cavite
Decatur	Torpedo boat destroyer	420	7	8,000	Lt. E. Durr	—
Elcano	Gunboat	620	4	600	Lt. Com. V. S. Gannon	Shanghai
Helena	Gunboat	1,302	3	1,988	Com. G. B. Maxwell	Shanghai
Minicopa	Station ship	1,000	6	1,100	Lieut. V. R. Lowe	Cavite
Monadnock	Monitor	3,000	8	3,000	Lt. Y. Rosenthal	Olongapo
Monterey	Monitor	4,084	4	5,277	—	—
Pampanga	Gunboat	243	8	—	Ensign P. J. Peyton	Cavite
Piscataqua	Sea going tug	854	2	1,600	—	—
Pompey	Repair ship	3,085	—	—	—	—
Samar	River boat	—	—	—	Lt. Com. C. W. Colles	Canton
Wilmington	Cruiser	—	—	—	Com. P. Babin	Hongkong
Saratoga	Flagship	—	—	—	J. H. Dayton	Shanghai
Salveston	Cruiser	—	—	—	Com. R. H. Leigh	—
Rainbow	—	—	—	—	Lt. G. W. Haig	—

THE HONGKONG TELEGRAPH. EXTRA

HONGKONG, SATURDAY, APRIL 25, 1914.

SHORT STORY.

THE DE LA POMMERAIS AFFAIR

BY MARIE BELLOC LOWNDES.

[Edmond de la Pommerais was a young physician, noble, gifted, happily married, and just entering upon a brilliant career. The crime of which he was accused was peculiarly brutal. He was defended by the most celebrated advocate of the time; the Empress Eugénie herself interceded for him; but he was condemned to death on the pitiless evidence of a woman. Mrs. Belloc Lowndes has made this case the basis of a study in "MacLure's Affair." The de la Pommerais Affair presents a baffling and complicated psychological problem to the reader. In last week's issue was told how he was intimate, before his marriage, with Madame de Paur, and of how, long after he was married, and had ceased to visit her, he resumed his friendship. He persuaded her to be insured. Strange to say, the business of insuring this poverty-stricken woman for the enormous sum of one hundred thousand dollars was carried through with the greatest smoothness and secrecy. Edmond de la Pommerais did not personally appear in the matter at all. On the contrary, he took the very greatest care to remain invisible, though he was, at last, obliged to allow his name to be quoted as guarantor, for the premium was close on to four thousand dollars a year. Madame de Paur pretended to take ill, but she told her sister her great secret.]

But poor Seraphine de Paur, on a visit from the insurance companies' doctor, for she was really very ill and it seems a pity to go through all this pain and distress for nothing.

At last, when she is feeling a little better, she is cheered by a note from de la Pommerais saying that he is coming to spend the evening with her. So overjoyed she is at the thought of seeing him in this pleasant, intimate fashion—for it is years since he came and spent an evening with her—that she actually sends out a neighbor to purchase some bougie, in order that she may look her best when her one-time lover honors her by dining at her humble flat!

It is on record that Edmond de la Pommerais came at six that evening and stayed till about ten. One saw him in the flat, but he was not coming there and seeing away. That same night Madame de Paur became terribly ill—so ill, indeed, that her children, terrified at her state, in and fetched not only some of their neighbors, but also their aunt, Madame Ritter.

But the unfortunate Seraphine de Paur, if not a good woman, was a brave woman. She was ill to death; but she made a fuss about it. "Never and!" she kept whispering in embalmers' accents to her sister. Remember that this the price I am paying for my annuity of four thousand francs. Think all I should be able to do with such an income! Think of the position I shall be able to give my darling little girls. Why could I mind a little pain, a little discomfort now?"

Was there ever so pathetic, so rational, so horrible a situation, that of this brave, misguided man, dying, all unknowingly, her own hand?

The long day wore itself away and Seraphine did not seem to get any better. The kind neighbor once more went to her own doctor and begged him to come at once; but she foolishly told him that she had seen Madame de Paur pour away the medicine he gave her! And, naturally angered and disgusted by this revelation of what he took to be his ungrateful patient's stupidity and folly, the doctor refused to attend her again. "There's nothing the matter with her," he said impatiently. "She's a hysterical, silly woman, and has simply got into the way of lying in bed since her accident."

In the course of the evening Edmond de la Pommerais came to see his poor victim. He seemed much concerned at her condition, and gave her some more medicine. Then he went away mentioning the fact that he had to join his wife, who was in the country near Paris.

Madame de Paur grew worse and worse. But she still kept up her spirits and would not allow what she called a "fuss" to be made. At last, however, she felt so terribly ill, and the gripping pains became so intense, that she consented, rather unwillingly, that yet another doctor should be sent for by her friend.

When he came, this physician—who, of course, knew absolutely nothing about the case or her circumstances—at once declared that she had all the symptoms of cholera. He therefore gave her some drug which is supposed to relieve that awful disease—generally, be it remembered, epidemic in Paris during the summer and autumn months—and went away.

The doomed woman—laughing even in the midst of her agony—told her eldest daughter that she did not think the new doctor's medicine would do her any good. Back came the doctor in the morning. By this time she was easier, but in a state of collapse, and at the end of about thirty hours after the fatal dose had been administered to her by Edmond de la Pommerais, during that little dinner for which she had tried to make herself exceptionally pretty and attractive, Seraphine de Paur breathed her last.

Toward evening of the same day her one-time lover's young and vigorous step was again heard on the humble staircase. The sad news was broken to him, and, with his arms round the three motherless children, he went and gazed sadly at the corpse of the woman he had once loved passionately. As he turned and left the room, he said to the neighbor who was taking charge of the children, "There seems no doubt that poor Madame de Paur died of cholera"; and the new doctor who had attended her during the last hours of her life signed the certificate, with cholera as the cause of death.

As for Seraphine's erstwhile lover, it is on record that he went straight home from the house of mourning and enjoyed a good dinner with his young wife. The same night he wrote to the insurance agent, apprising him of the sad fact of Madame de Paur's sudden death by cholera, and asking him to inform the eight insurance offices that the money due must be paid over to him. Edmond de la Pommerais, as he had a deed in his possession

showing that the deceased woman had transferred the insurance policies to him, in payment of a large debt.

For a while everything fell out exactly as Doctor de la Pommerais had hoped it would. His claim was duly acknowledged by the insurance companies, and at poor Seraphine's funeral Madame Ritter thanked him for his goodness to her sister. But he did not say one word of his former loan to the dead woman or of the means which had been taken to pay him back.

The large sum of a hundred thousand dollars was just about to be paid over by the insurance companies, when the head of the Paris police received an anonymous letter pointing out that there was something strange about Madame de Paur's death, and that it would perhaps be worth while to see who had a large pecuniary interest in the event!

It is now about a fortnight after the death of Madame de Paur. Edmond de la Pommerais has not yet received the money due to him under the deed of transfer, but various courteous letters have passed between him and the insurance companies concerning the delay, and he is expecting the money in a few days.

We find him at table with his pretty wife, when there comes a sudden ring at the door, and Madame de la Pommerais glances across at her husband. She has noticed that during the last few days he has seemed a little nervous when the bell rings—rather as if he were expecting an unpleasant visitor. But to-day he hardly notices the ring.

The maid comes in. "A gentleman to see Monsieur."

Edmond de la Pommerais takes the card, sees on it a name unknown to him, but under it the words "de la Sereate." He gets up from the table. "I shall not be more than a few moments, darling," he says; and then we can imagine with what a sick feeling of dread he goes into his luxurious consulting-room.

For a moment he breathes freely. This is no minion of the law come to arrest him. This is a pleasant, smooth-looking official, who bows politely as the doctor comes in.

"Yes?" says de la Pommerais inquiringly.

"I have come to see you," says the man of power deferentially. "about a one-time patient of yours, Doctor, a Madame de Paur."

And then the young physician, still behaving as if the matter really concerns him very little, learns that the police, guided by an anonymous letter, have been making investigations. In fact, the woman's body has already been exhumed, and it is now proved, beyond a shadow of doubt, that very shortly before her death some one administered to her an enormous quantity of the vegetable poison known as digitalis—a poison which disappears from the body within a comparatively short time.

Certain papers have also been found in her flat which prove that she was very highly insured, and the insurance companies, when approached by the police, state that Doctor de la Pommerais is owner of the policies. That is why the Prefect of Police has sent a representative to ask the doctor how it came about that a woman as poor as Madame de Paur should have been insured for so enormous a sum as a hundred thousand dollars; and the police would also like to know where she procured the money, three months ago, to pay the first premium?

Edmond de la Pommerais—who, fortunately for himself, has a very frank, pleasant manner—at once takes the police official into his entire confidence. "I will tell you all about it," he says calmly, and then he tells at length his carefully prepared

story; but he so far modifies what he perhaps meant to say that he now explains that Madame de Paur owed him only twenty thousand dollars and that the balance of the money is going to be spent by him as trustee for his children!

Then, going to a secret cabinet, he takes from it the love-letters the unfortunate woman wrote to him many years ago. He also fetches later letters of hers, proving the debt, though in no letter is the actual sum mentioned—indeed, these pathetic epistles simply contain vague expressions of gratitude for money received.

The police official listens courteously, but after he leaves, the doctor, going to his window, sees that there are detectives posted in the street below, and that it is impossible for him to fly from justice, should he wish to do so.

It is terrible to think of what the wretched man must have gone through immediately after the departure of his unwelcome visitor. He had to tell his wife much the same story he had told the police official, and in an hour the poor girl learned of her husband's former intimacy with Madame de Paur, of his "folies" on her behalf, of his imprudent renewal of their friendship, and last—though to her it seemed least—of the preposterous half-accusation of murder with which he was now confronted.

Madame de la Pommerais, who was only twenty-one when this awful blow struck her, behaved with wonderful magnanimity and trustful love. She accepted unquestioningly Edmond's account of all that had taken place, and never admitted for a moment the theory of his guilt.

His parents hastened to his aid, and his old father sought out Lachaud, the greatest advocate of his time, and engaged him for his beloved son's defence.

Doubtless, owing to the fact that the prosecution had to rely almost entirely on circumstantial evidence, as also to the social status of the accused, the trial aroused the most amazing amount of interest throughout France, and, indeed, throughout Europe. An intimate friend of the Empress Eugénie was one of the young doctor's patients and a firm believer in his innocence, and it was whispered that, even if the prisoner were condemned, the Emperor would commute his sentence to lifelong imprisonment.

The advocate Lachaud's part was far from an easy one. He set himself to prove that Madame de Paur died a natural death, and he made great play with the fact that the two able doctors who had attended her had neither of them suspected anything wrong. His "alternative system of defence"—to use a French idiom—was to suggest that Madame de Paur had deliberately committed suicide, partly in order to pay her debt to her one-time lover, partly to provide for her beloved children!

But, though Lachaud did his very best, and though his published speeches in this defence are among the finest he ever made, not even the famous advocate's casuistry and marvellous eloquence were able to save his client.

Doctor de la Pommerais was condemned to death, mainly on the clear, pitiless evidence of Madame de Paur's sister, Madame Ritter, who was able to repeat, almost word for word, the imprudent confidences Seraphine had made to her.

To the last the Empress Eugénie believed in the young doctor's innocence. She disavowed the case exhaustively with Lachaud; she even received in private audience the despairing wife; and she persuaded the Emperor that, innocent or guilty, Edmond de la Pommerais had been condemned on purely circumstantial evidence. It was whispered at the time that the document commuting the death

sentence was already signed, when the high legal officers of the Crown one and all declared that they would resign if the Emperor interferred with the course of justice! Be that as it may, Seraphine de Paur's one-time lover was made to pay the full penalty of his cruel crime.

To use an expression dear to originals, Edmond de la Pommerais "died, game." His last action on the scaffold was to hand the priest a lock of his hair for his wife and child. And, as he was being strapped under the guillotine, he called out in a strong voice: "Tell my parents, tell my beloved wife and child, that I die innocent—the victim of a judicial error."

NEW CHINESE RAILWAY.

Proposed Issue in London of eight Millions.

Peking, March 31. One of the most important railway loan agreements ever concluded in China was signed this evening between the Chinese Government and the British and Chinese Corporation.

The agreement involves the extension of the Shanghai-Nanking Railway through Nanchang to Pinghsiang and the inclusion in the system of the Pinghsiang-Chuchow Line already constructed, thus providing a connection with the Canton-Hankow Railway branches with those constructed westward to Wusu and eastward to Kwangchow and, on completion of the main line, to Hangchow. The amount of the loan, which will have a currency of 45 years and bear interest at 5 per cent, is eight millions sterling, secured by the railway and by a guarantee of the Chinese Government. A safeguard is provided by the appointment of a British engineer-in-chief, chief accountant, and traffic manager.

Survey of the Route. The loan will be the largest Chinese railway loan ever floated in London. A flying survey of the line has already been made, and the route, most favourably reported upon, runs through a rich, populous country, largely devoted to tea cultivation, and includes no expensive construction. In commenting on the above it is necessary to know the the British and Chinese Corporation recently under an old agreement has taken over the Shanghai-Hangchow Railway already constructed and will shortly obtain the right to construct an important extension to Ningpo. When the Shanghai-Ningpo line is complete and connected from Hangchow with the new Nanking-Chuchow line, the whole system, with branches, will total near 1,000 miles of railway, constructed by British engineers with material mainly British, financed by British money, and supervised by British officials.

The economic gain to China will be immense, while the construction system will do much to give reality to the British claim of commercial predominance in the Yangtze basin. This interesting success of British enterprise should prove to British capitalists of industry that there is abundant scope in China and the Chinese are perfectly ready to entertain British proposals. As frequently emphasized in the columns of *The Times*, the British Legation since the recent modification of the policy in regard to industrial loans, is prepared to give the fullest assistance to British firms operating in China.

Sir Beauchamp Duff, The King has approved the appointment of General Sir Beauchamp Duff, Commander-in-Chief in India, to be an Aide-de-Camp General to his Majesty.

SHORT SERMON.

"His Name Shall be Called Wonderful."

Amongst the many theories of the origin of religion, that of wonder takes a prominent place. Far back in the inscrutable past the new-born mind of man was overpowered with the majestic that is in all things. The roaring cataract, the trembling star, the soft-shining moon, the thunder and the lightning, taught him to bow in wonder. Thus, say some, religion arose (writes W. Deane, M.A., in the *Methodist*). For wonder leads the stumbling mind to think of a Presence, a Soul in the world.

However that may be, we cannot separate from the sympathetic survey of God and His works the feeling of wonder. And thereby is the soul uplifted, the noblest impulses arise, and worship becomes easy. Even while we say, "Such knowledge is too wonderful for me; it is high, I cannot attain unto it," our souls stretch out appealing arms to that Mighty One who is for ever awake—God our Father.

The study of Nature, as the visible and tangible manifestation of the Unseen, is fraught with blessing to all religious men. Ask the believing astronomer, as with mighty lens, he draws near the infinite spaces, only to find them thickly populated with unnumbered stars. Or, again, ask the microscopist who, as it were, treads with unaided feet in temples unknown from the beginning of the world, and learns there of the infinitely great from the infinitely small. Or let the scientist speak who discovers that rocks and metals are as unstable as the shifting clouds, whose wand seems to call this into being and to bid that depart; yet who learns amid all the change that there is One who lives for ever. Then listen to the poet, who with mystic glance and inspired pen, strives to write down the lineaments of the Universal Spirit. All these witnesses, and hosts besides, will cry together, "Wonderful! His name is Wonderful!"

Nor was it any marvel that the Psalmist, with hushed voice, yet unable to control his emotion as he gazed upon the starry banner of a Judean night, broke out in praise:—"The heavens declare the glory of God; and the firmament sheweth His handiwork. Day unto day uttereth speech, and night unto night sheweth knowledge." And the religious mystic finds food for wonder everywhere. He strikes the flinty rock, and sparks appear. He briskly rubs a rod, and the fire burns. From the black cloud the lightning leaps. In every dewdrop there gleams a sun, in every wave a star. What are these things to him but the wonderful symbols of a wonderful Being whom his soul loves, before whom he falls, whose presence is the Shechinah, whose spirit descends as a cloven tongue of fire? "Wonderful! His name is Wonderful!"

But strange are the reactions of the human spirit. In the course of the ages the soul of man transfers the wonder engendered by natural phenomena to those which are spiritual. Nor is anything lost in the transition. When at last, in the end of the days, Christ appears as the express image of the Father, as the very outshining of His glory, and when this same Jesus wearily sits upon Jacob's well, while He graciously condescends to speak words of Heavenly comfort to a sinful Samaritan woman, then our wonder becomes truly defined. Or when we read how the God of Hosts, the God of Sinai, the God of lightnings and thunderbolts, is represented by the Father, who, with dim eyes shaded, watches for His prodigal son down the dusty road that leads to a far country; or when we find God's attitude towards erring man typi-

fied by the compassionate Samaritan pouring oil and wine into the wounds of a stranger, then we are moved with a new wonder. Then indeed with joy in our hearts and with humble spirits we cry: "His name shall be called wonderful."

Rationalistic critics see no reason for our unwonted emotion. But suppose we were to question the Samaritan woman as to the change wrought by Jesus in her life, what would the answer be? She would say, amid her praises: "Wonderful!" And the wayward boy robs out his wondering love in penitence upon a father's neck. Moreover, the man who fell among thieves is dumb with gratitude and wonder. From those days to the present, the hopeless have hope, the weary find rest, the outcast a home. In a way without tally, and against the expectations of the great and wise, transformations take place, hidden virtues come to light, holy fire leaps forth from dark places, new worlds are discovered, so that the corresponding phenomena in Nature pale before us. When the soul is at its worst and weakest, when the mind is most abominable, there comes the touch, there is heard the still small voice in the depths of the soul; and there is peace. It is not only in India or the slums of London that we find "Broken earthenware" re-made in the hands of the Potter; the facts are world-wide, which, if made known, would cause millions to praise God in the words: "His name shall be called Wonderful!"

Christ excels all as a spiritual scientist. One day He took a little child, and placing him in the midst of His disciples, said: "Verily I say unto you, whosoever shall not receive the Kingdom of God as a little child he shall in no wise enter therein." While we read the story, the beauty and majesty of it break in upon us. It is not then in the learning of this world, nor in eloquence, not in power nor wealth, nor even in culture—not in any one of these things, but in the wondering faith of a little child, that at last we find the key to the Kingdom of God. We did not see it till Christ showed us. Yet it was there all the time. Who has not seen the little child looking up at his father, with eyes full of wondering love, as if to say, "He can care for me; he keeps me from harm. How he does it I do not know; but he does it, and that gives me peace?"

Were we to take away the wonder from the attitude of the child towards its father, half the beauty and reality of the child's faith would be gone at a stroke. Thus do God's children wonder and believe, as day by day they prove the saying true: "The Lord is mindful of His own." Will it be strange then if in the Happy Land itself the glorified saints will be "Lost in wonder, love, and praise?" There also will wonder be the handmaid of worship in presence of the King.

Libels on Sir J. Robinson.

The Court of Criminal Appeal has dismissed the appeal of Louis Cohen from his conviction and sentence at the Central Criminal Court for subornation of perjury committed in the action for libel which Sir Joseph Robinson had brought against him. The sentence of three years' penal servitude passed by Mr. Justice Horridge was allowed to run from the date of conviction.

Boy Scout Endowment Fund. Towards the £250,000 fund which General Sir R. Baden-Powell is trying to raise to endow the Boy Scout movement, sixteen London banking houses have subscribed £4,805. The Stock Exchange fund now amounts to £1,750, the Baltic Exchange Fund to £1,000, and the London Commercial State Room fund to £1,050.

DAIRY FARM NEWS.



PURE MILK
FROM THE DAIRY FARM
FRESH MILK

DIRECT FROM THE COW.

STERILIZED MILK

EXPRESSLY FOR TRAVELLERS

Soured MILK

THE DRINK FOR DYSPEPTICS.

SEPARATED MILK

CREAM ONLY EXTRACTED: NOTHING ADDED.

FRESH CREAM DAILY.

PURITY.

EXCELLENCE.

SHARE REPORT.

COMPARATIVE SHARE QUOTATIONS.

STOCK.	To-day's Closing Prices	Number of Shares	Par Value	Paid Up	1913. Highest	1913. Lowest	1914. Highest	1914. Lowest	Last Dividend and Date
Banks.									
H'kong & Shanghai Banking Corp.	\$810 a. \$87/10	120,000	\$25	all	835 Jan.	790 Aug.	810	810	£2 & 5/- bonus at ex. 1/11 3/16 equal to \$21.25 for 1/2 year ending 31/12/13
Marine Insurances.									
Canton Insurance Office, Ltd.	380 b.	10,000	\$250	50	349 Oct.	270 Jan.	330	330	\$18 for 1912
North China Ins. Co., Ltd.	145 b.	10,000	\$15	5	187 1/2 Aug.	131 Jan.	145	145	Final of 10 n.c. making 20 p.c. for 1912
Union Ins. Society of Canton, Ltd.	790 a.	12,400	\$250	100	845 April	784 Sept.	790	790	Final of \$20 making \$50 for 1912 and interim of \$30 for 1913
Yangtze Ins. Assoc. Ltd.	\$210	12,000	\$100	60	200 April	185 June	210	210	Final of \$12 mak. \$15 for 1911 & Int. of \$3 for 1912
Fire Insurances.									
China Fire Ins. Co., Ltd.	\$145	20,000	\$100	20	161 1/2 Dec.	146 May	145	145	\$10 for 1912
H'kong Fire Ins. Co., Ltd.	\$368 b.	8,000	\$250	50	385 Jan.	354 May	369	369	\$27 for 1912
Shipping.									
China & Manila S.S. Co., Ltd.	\$8 b.	30,000	\$25	all	11 1/2 June.	7 1/2 Oct.	8	8	\$1 for 1906
Douglas Steamship Co., Ltd.	\$32 1/2	20,000	\$50	all	42 May	30 Oct.	32 1/2	32 1/2	\$2.50 for year end'g 30/6/13
Hongkong, C. & M.S. Co., Ltd.	28 1/2	80,000	\$15	all	29 1/4 Aug.	27 April	28 1/2	28 1/2	Interim of \$1 for half year end'g 30/6/13
Indo-China Steam Navigation Co., Ltd.	\$67 1/2	60,000	\$5	all	99 April	75 Aug.	67 1/2	67	3% Interim a/c year 1913 on preferred shares
Shell Transport & Trading Co., Ltd.	104 1/2	3,797,610	\$1	all	118 1/2 April	98 1/2 Oct.	105 1/2	104 1/2	Int. of 1/- making 2/- for 1913 Coupon No. 21
Star Ferry Company, Ltd.	\$4 1/2	40,000	\$10	all	58 Oct.	32 1/2 Jan.	48 1/2	48	\$2 on 10,000 shares 1st issue \$3 on 10,000 shares 2nd issue \$1 on 10,000 shares 3rd issue for year ending 30/4/13
Refineries.									
China Sugar Refining Co., Ltd.	\$32 sa. b.	20,000	\$100	all	112 Jan.	92 1/2 Aug.	82	82	\$3 for 1913
H'kong Sugar Refining Co., Ltd.	\$28 s.	7,000	\$100	all	40 Jan.	30 Dec.	28	28	\$3 for 1907
Mining.									
Canton Mining Administration	39/- sa.	1,000,000	£1	all	37/- Dec.	30/- July	39/-	39/-	Final of 4 1/2 Coupon No. 2 making 8% for year ending 30/6/13
South Australian Gold Mining Co., Ltd.	\$3 sa.	200,000	£1	all	4 1/4 Jan.	3 Aug.	3	3	1/2 for 1909
Tronoh Mines Ltd.	34/- b.	160,000	£1	all	86/- Feb.	38/- Dec.	34/-	34/-	1/- mak. 7/8 a/c. 1913
Docks, Wharves and Godowns &c.									
Hongkong & K.W. & G. Co., Ltd.	\$82 sa. b.	60,000	\$50	all	99 July	74 Mar.	82 1/2	82	\$3.50 for year 1913
H'kong & W'pos D Co., Ltd.	\$58 b.	50,000	\$50	all	90 June	56 Jan.	69	68	\$3 dividend for year 1913
Hai Dock & Eng. Co., Ltd.	\$3	66,000	£100	all	113 1/2 May	103 Jan.	94	94	Int. of 1/2 for 1913
Hai & H'kew W. Co., Ltd.	\$34								Interim of 1/2 for 1913
Lands, Hotels and Buildings.									
Anglo French Lands	123 1/2 b.	25,000	£100	all	125 Aug.	112 Mar.	123 1/2	123	Tis. 6 on 29.2.10
H'kong Hotel Co., Ltd. (Old)	123 1/2	12,000	\$50	25	125	112	123 1/2	123	\$7 on old shares, \$3.50 on new shares for year 31/12/13
H'kong Land Investment Co.	\$111 b.	50,000	\$100	all	118 July	101 Jan.	111	111	\$3 1/2 for year ending 31/12/13
H'phreys Estate & F. Co., Ltd.	\$74 sa. b.	100,000	\$10	all	9 1/2 Sept.	8 Feb.	7 1/2	7 1/2	50 cents for 1913
H'loon Land & Building Co., Ltd.	\$44 b.	6,000	\$50	30	46 Aug.	33 Feb.	44	44	\$2.80 for 1913
H'ghai Lands	\$81 b.	78,000	£50	all			91	91	Interim of 5 p.c. for year end'g 30/6/13
West Point Building Co., Ltd.	\$68 b.	12,500	\$50	all	74 1/2 June	54 1/2 Jan.	68 1/2	66	\$2.25 for half year ending 31/12/13
Manila M'pole Hotel	\$8	15,000	£10	all			8	8	5 per cent. for 1910
Cotton Mills.									
Two Cotton S. & W. Co., Ltd.	\$127 b.	20,000	£50	all	148 1/2 Nov.	120 July	130	126	Tis. 15 for year ending 31/10/13
H'gkong Cotton Co., Ltd.	\$84 s.	125,000	\$10	all	104 April	7 1/2 Dec.	8 1/2	8 1/2	50 cents 31/7/08
Kung Yik	11	75,000	£10	all	15 1/2 Jan.	12 1/2 July	11 1/2	11	Tis. 14 for year ending 31/11/13
Leau Kung Mow	\$3	8,000	£100	all	112 Jan.	93 Sept.	85	85	Tis. 12 for 1913
Shanghai Cottons	\$109	50,000	£50	all	138 Mar.	104 Sept.	110	107	Tis. 10 for year ending 30/6/13
Miscellaneous.									
China Borneo Company, Ltd.	\$11 1/2 b.	60,000	\$2	all	1 1/2 May	9 April	11 1/2	11 1/2	\$1.20 for 1913
China Light & Power Co., Ltd.	\$4.10 a.	50,000	\$5	all	5 Nov.	2.80 Jan.	4.10	4.10	6% for year ending 31.2.06
Do. (Spec. shares)	\$1	200,000	\$10	all	9 1/2 Feb.	8 1/2 May	8 1/2	8 1/2	70 cts. for 1913
China Prov. L. & M. Co., Ltd.	\$37 b.	40,000	\$7 1/2	6	20 Oct.	21 1/2 Jan.	37	37	\$1.30 for year end'g 31/7/13
Dairy Farm Company, Ltd.	\$1	400,000	\$0	all	7.80 Nov.	4.10 Jan.	6 1/2	6 1/2	40 cts. for 1911
Green Island Cement Co., Ltd.	\$1	90,000	\$0	all	49 Dec.	26 Jan.	46	46	\$1.60 p.c. share for 1913
Hongkong Electric Co., Ltd.	\$48 s.	5,000	\$25	all	200 Jan.	150 Oct.	195	190	Final of \$7 making \$9 for 1913
Hongkong Ice Company, Ltd.	\$190 b.	60,000	\$10	all	25 1/2 July	19 Jan.	22	21 1/2	\$2 for 1913
Hongkong Rope Mfg. Co., Ltd.	\$22 sa. b.	325,000	£5	all	9 1/2 Sept.	4/9 Jan.	8 1/2	8 1/2	Interim div. of 1/4 d. per share for 1913
Hongkong Tramway Co., Ltd.	146 1/2 b.	25,000	£10	all	75 Jan.	19 Sept.	47	44	Interim of T. 1 making T. 2 a/c 1913
Langkats	146 1/2	25,000	\$0	all	11 1/4 April	9 Sept.	10 1/2	10	80 cts. on fully paid shares and 8 cts. on \$1 paid shares for year ending 30/4/13
Peak Tramway Co., Ltd. (Old)	\$10 1/2	50,000	\$10	all	1.00 Jan.	90 cts. June	93 cts.	93 cts.	None
Do (New)	93 cts. s.	50,000	\$10	all					\$1.50 for 1910
Philippines	\$5 s.	75,000	\$10	all			5	5	None
H. Pries & Co., Ltd.	\$6	13,200	\$50	all			20	20	None
Societe des Papiers et Papier-teries du Tonkin	\$20	18,000	£50	all			185	135	No dividend this year.
Shanghai Sumatras	\$125	20,000	\$5	all	5.00 May	3.50 Oct.	4 1/2	4 1/2	50 cts. for year ending 31/5/13
Steam Laundry Co., Ltd.	\$4 1/2	50,000	\$10	all	18 1/4 May	13 1/2 Feb.	20	20	\$1.25 per share for year ending 31/12/13
Union Water-boat Co., Ltd.	\$20 a.	50,000	\$10	all	8 1/4 May	6 1/4 Jan.	8	8	60 cts. year 1912
A. S. Watson & Co., Ltd.	\$8 sa. s.	15,000	\$7	all	11 July	9 Jan.	8 1/2	8 1/2	50 cts. for year ending 30/6/13
William Powell, Limited.	\$8 1/2 s.	6,000	\$25	all			21	21	None
S. C. Morning Post	\$21 b.								

WRIGHT & HORNBY.
Share and General Brokers.
6, Des Voeux Road Central Tel. address, Rectitude
CORRECTED TO 3 p.m. APRIL 25th, 1914.
THE TELEGRAPH DOES NOT HOLD ITSELF RESPONSIBLE FOR ANY OF THE ABOVE QUOTATIONS.

SHARE REPORT.

Messrs Wright and Hornby, in their weekly share report, dated April 25, state:—
The market has been fairly active during the week and a good general business has been done. Langkats have been very erratic but close with an easier tendency, no doubt due to the approaching settlement.
Bar silver is quoted 20-15-16 for ready and 26-15-16 for forward delivery, market firm.
Exchange on London opened to-day at 1/11-1/4 T. T.
Para Rubber is quoted from London at 2/11-3-4 per lb; and the market for shares quiet.
Banks—Hongkong and Shanghai Banks have remained steady throughout the week and have changed hands at \$810. London quoted at \$82/10.
Marine Insurances:—Unions are offering at \$790. North Chinas are wanted at Tis. 145. Cantons have been done at \$330 and more shares are wanted. This company has declared a final dividend of \$3 per share account 1912 and an interim of \$15 s/a. 1912. Yangtze are unchanged at \$210.
Fire Insurances:—China Fires can be obtained at \$145. Hongkong Fires have been booked at \$368 and have further buyers at \$368.

Shipping.—China Manillas have buyers at \$8. Douglas have buyers at \$32. Hongkong, Canton and Macao Steamships were sold at \$28 1/2 and there are further sellers. Indo-Chinas are quiet with sales at \$67 1/2 ex the dividend of 3 per cent. on the preferred shares. Shell Transporters easier with buyers at 103/- London quoted 104 1/2 middle price. Star Ferries are unaltered at \$48 1/2 sellers.
Docks, Wharves and Godowns.—Hongkong and Whampoa Docks have buyers at \$68 and sellers at \$69. Kowloon Wharves changed hands at \$82 closing steady at the rate Shanghai Docks are unchanged at Tis. 58 buyers and Hongkong Wharves at Tis. 94.
Lands, Hotels and Buildings.—Hongkong Lands continue in request at \$111 Humphreys Estates are firm at \$71, sales and buyers. Kowloon Lands are in demand at \$44. West-Points have advanced to \$87 1/2 buyers. Hongkong Hotels have been placed at \$123 1/2 closing steady. Shanghai Lands are quoted Tis. 91 in the North.

Refineries.—China Sugars are wanted at \$82 after sales at the rate. Luzons remain unchanged at \$28 sellers.
Mining.—Tronchs were sold to London at 34/6 and 34/- and closing with buyers at the latter rate. Bauxite have been booked at \$3 Langkats have been very erratic between Tis. 44 and Tis. 47 cash, a large business has been done both cash and forward, the market closes with sellers at Tis. 45. The output published on Tuesday last for the previous seven days was 1,800 tons. Kallana have been sold at 39/- closing steady.
Cotton Mills.—Hongkong Cottons are offering at \$81. Bwos have changed hands at Tis. 123 and Tis. 127 closing with further buyers at Tis. 127. Shanghai Cottons are quoted Tis. 100. Lan King Mows have dropped to Tis. 83. Kung Yiks have sellers at Tis. 11 1/2 and buyers at Tis. 11 1/2.

Miscellaneous.—There are buyers of China Borneos at \$11, Dairy Farms at \$37, Ropes at \$21 1/2, and Steam Laundries at \$44. There are sellers of China Light and Powers at \$4.10, China Providents at \$8 1/2, Green Island Cements at \$4 1/2, Electrica at \$46, Union Waterboats at \$20, Low Level Trams at 8/8, A. S. Watsons at \$8 and Wm. Powells at \$8 1/2.
Quotations received from London by cable to-day:—
Banks 282/10/- Middle price.
Indos 145/-
Shells 104/8
Tronchs 35/-
Trams 8/3

NOTICES

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.
(Capital Paid up...£1,250,000.)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application.)

The Office of TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed. SHERWAN TOMES & Co. General Managers.
Hongkong, 19th March, 1908

PEAK TRAMWAY CO. LIMITED.
TIME TABLE.

WEEK DAYS.									
1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.
1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.
1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.
1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.
1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.
1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.
1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.
1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.
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1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.
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1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.
1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.
1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.
1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.	1.00 A.M. to 1.00 P.M.
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Public Companies

THE HONGKONG ELECTRIC COMPANY LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY FIFTH ORDINARY GENERAL MEETING of the SHAREHOLDERS will be held at the Company's Office, St. George's Buildings, on THURSDAY the 14th, MAY, 1914, at 11.30 A.M. for the purpose of presenting the REPORT of the DIRECTOR, together with a statement of Accounts to 28th, February 1914, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be closed from the 30th, April to the 14th, May 1914, both days inclusive.

By Order of the Board of Directors,
GIBB, LIVINGSTON & Co.
Agents,
Hongkong, 23rd April, 1914.

HONGKONG ELECTRIC CO. LTD.

REDUCTION IN PRICE.

FROM 1st May 1914 the price of current will be reduced to the following:—

Electric Light & Fans.....\$0.24 per unit
Power, Lifts, Heating & Cooking.....\$0.075
Power to Restricted Hour Consumers.....\$0.05

Discounts will remain as before.

GIBB, LIVINGSTON & Co.
Agents,
Hongkong, 22nd April, 1914.

Notices

THE ROYAL GEORGE HOTEL.

Situated at Kowloon, within a few minutes' walk of the Principal Landing Stages of the

SECOND SEAFOUR IN THE WORLD and in close proximity to the projected Office and Terminal of THE KOWLOON-CANTON RAILWAY is for

LEASE ON EASY TERMS, owing to the Proprietor having to leave the Colony.

[This Elite Establishment has been conducted as a First Class Hotel and is patronised by the Residents of Hongkong and Kowloon and by the Shipping Community.]

The Proprietor is in a position to converse any prospective Lessee that the business is doing exceedingly well, and that it can be turned into a still more profitable concern if taken over by an expert who would devote his exclusive attention to the business.

The Proprietor has already spent \$12,000 in thoroughly renovating and refurnishing the premises, and now very little remains to be expended except for converting a piece of vacant ground adjoining the Hotel, into an Open-Air Skating Rink, Bowling Alley and Open-Air Cinematograph Show, etc., for which it can be well utilized.

No Good-Will Money Required. Inspection of books allowed to any one making bona fide offers to lease, etc. For Particulars apply to

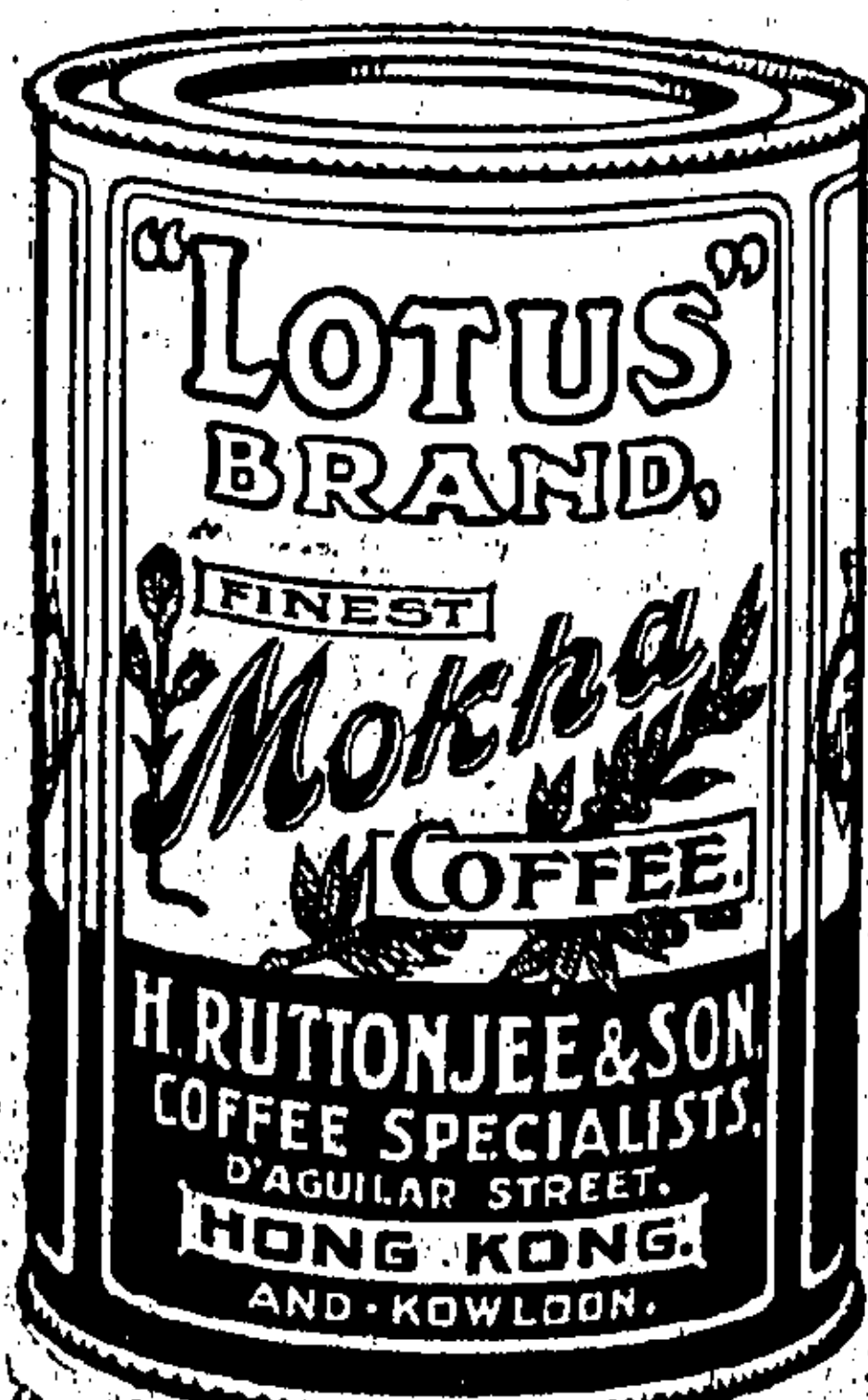
H. RUTTONJEE

c/o ROYAL GEORGE HOTEL

Kowloon, Hongkong.

NOTICE.

NEITHER the Captain, owners or Agents will be responsible for any debts contracted by the officers or crew of the American Barque "JAMES TUFT" during her stay in this port.



Notices

HONGKONG GENERAL CHAMBER OF COMMERCE. NOTICE.

THE ANNUAL GENERAL MEETING of the members of the Hongkong General Chamber of Commerce will be held on TUESDAY, the 28th April, 1914 at 4 o'clock p.m. precisely in the Old Chamber of Commerce

Rooms, City Hall, for the following purposes:—
(1) To receive the Report and Accounts of the Committee for the year ended 31st December 1913.
(2) To elect a new Committee.
(3) To transact any General Business.

By Order,
E. A. M. WILLIAMS,
Secretary,
Hongkong, 17th April, 1914.

THE ASSOCIATION OF EXPORTERS AND DEALERS OF HONGKONG. NOTICE.

THE ANNUAL GENERAL MEETING of the Members of the ASSOCIATION OF EXPORTERS AND DEALERS OF HONGKONG will be held on WEDNESDAY, the 29th April, 1914, at 4 o'clock p.m. precisely, in the Old Chamber of Commerce Room, City Hall.

for the following purposes:—
(1) To receive the Report and Accounts of the Committee for the year ended 31st December 1913.
(2) To elect a new Committee.
(3) To transact any General Business.

By Order,
E. A. M. WILLIAMS,
Hongkong, 17th April, 1914.

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF-YEARLY MEETING of the above Club will be held on SATURDAY, the 25th April, 1914 at 12.30 p.m., at the Offices of the Hongkong Jockey Club, on the Ground Floor of the Hongkong Club Annex, Chater Road.

By Order,
T. F. HOUGH,
Clerk of the Course,
Hongkong 11th April, 1914.

MARTIN'S
APIOL & STEEL
PILLS

A French Remedy for all irregularities. Thousands of ladies always keep a box of Martin's in the house, and when the first signs of any irregularity appear, they immediately take a few pills, and the system is soon brought back to its normal state. All complaints of the system are cured. All complaints of the system are cured. All complaints of the system are cured.

MARTIN'S
APIOL & STEEL
PILLS

SILIMPON COAL.

BUNKERS

can be supplied at cheap Rates.

SANDAKAN & SEBATTIK

(British North Borneo). At those ports steamers calling for bunker coal exclusively are exempt from all shipping dues and charges.

A. BUNE.

POST OFFICE.

On and after May 1st the New Sai Ying Pun Branch Post Office, situated in the Sanitary Department Office Block, will be opened for the transaction of business via sale of stamps, registration etc.

The office hours will be, weekdays—7 a.m. to 7 p.m.; Sundays and Holidays 8 a.m. and 8 to 7 p.m. The University Branch Post Office will cease to do business on May 1st.

Chinese registered correspondence will not be delivered on a signature only. The Club of a firm of standing will in each be required in addition. The Postmen have instructions not to part with any registered article until the above regulation has been complied with.

The Korea with the American mail is scheduled to arrive here on Saturday, the 2nd May.

MAILS DUE.

American, Korea, 2nd May.

MAILS VIA SIBERIA.

Left London April 1
Shanghai April 18
April 2

MAILS CLOSE TO-DAY.

Straits, Colombo, India via Bombay—Per ANMAN MARU, 25th inst. 3 p.m.
Cebu—Per M.S. DOLLAR, 25th inst. 4 p.m.

Shanghai & North China (Europe via Siberia)—Per YINGCHOW, 25th inst. 5 p.m.
Shanghai & North China—Per WU-CHANG, 25th inst. 5 p.m.
Swatow, Shanghai & North China—Per HANGSANG, 25th inst. 5 p.m.

Swatow, Shanghai & North China—Per WU-CHANG, 25th inst. 5 p.m.
Swatow, Shanghai & North China—Per HANGSANG, 25th inst. 5 p.m.

TO-MORROW.
Swatow—Per HAIMUN, 26th inst. 9 a.m.
Swatow, Amoy & Fuzhou via Tamsui—Per DALIN MARU, 26th inst. 9 a.m.
Batavia—Per TILATJAB, 26th inst. 9 a.m.

MONDAY, 27th April.
Pakhoi & Haiphong—Per HANOI, 27th inst. 11 a.m.
Straits—Per PERSEUS, 27th inst. 11 a.m.
Dairen—Per DAIREN MARU, 27th inst. 2 p.m.

Shanghai & North China—Per WOSANG, 27th inst. 3 p.m.
Shanghai & North China Japan via Kobe & Yokohama—Per LAISANG, 27th inst. 5 p.m.

TUESDAY 28th April.
Philippine Is., Straits, Burma, Ceylon, Aden, Western Australia, India, Africa, Egypt and Europe via Naples—Per P. ALICE, 28th inst. 9 a.m.
Swatow, Amoy and Fuzhou—Per HAITAN, 28th inst. 10 a.m.

Philippine Is.—Per TIAN, 28th inst. 3 p.m.
Wailhai Wei & Tientsin—Per CHONG-SHING, 28th inst. 5 p.m.

WEDNESDAY, 29th April.
Philippine Islands, Australia, Tasmania & New Zealand via Port Darwin—Per TAIYUAN, 29th inst. 9 a.m.

Helow, Pakhoi & Haiphong—Per KAL-FONG, 29th inst. 11 a.m.
Swatow, Amoy Formosa via Tamsui and Amoy—Per SONGH MARU, 29th inst. 9 a.m.

Swatow—Per HAIMUN 29th inst. 10 a.m.
Shanghai and North China—Per TIAN, 29th inst. 10 a.m.
Japan via Nagasaki, Victoria and Tacoma—Per CANADA MARU, 29th inst. 11 a.m.

THURSDAY, 30th April.
Wei-hai-wei & Tientsin—Per LIUICHOW, 30th inst. 11 a.m.
Shanghai, North China, Japan, via Nagasaki, United States, South America and Canada via Vancouver—Per EMPRESS OF JAPAN, 30th inst. 10.30 a.m.

Shanghai & N. China—Per ANHUI, 30th inst. 3 p.m.
Shanghai & North China—Per LOK-SAN, 30th inst. 5 a.m.

FRIDAY 1st May.
Australia, Tasmania and New Zealand via Port Darwin—Per ALDENHAM, 1st May, 9 a.m.

Swatow, Amoy and Fuzhou—Per HAIYANG, 1st May 10 a.m.

SATURDAY, 2nd May.
Shanghai North China and Japan via Yokohama—Per NIPPON MARU, 2nd May, 11 a.m.

Philippine Islands—Per YUENSANG, 2nd May 1 p.m.
Philippine Islands—Per ZAFIRO, 2nd May, 2 p.m.

Shanghai and North China (Europe via Siberia)—Per KANCHOW, 2nd May, 5 p.m.

TUESDAY, 5th May.
Swatow, Amoy and Fuzhou—Per HAI-CHING, 5th May, 10 a.m.
Saloon, Straits, Ceylon, Aden, Western, Australia, India, Aden, Egypt and Europe via Manilla (Late Letters 10 to Noon). Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.—Per P. PECAL, 5th May, 11 a.m.

Formosa via Keelung, Shanghai, N. China, Japan via Manilla—Per TAMBIA MARU, 5th May, 3 p.m.

Philippine Is.—Per CHINEHUA, 5th May, 3 p.m.

WEDNESDAY, 6th May.
Straits & Ceylon—Per MISHIMA, 6th May, 9 a.m.

SHIPPING NEWS.

ARRIVED.

E. of Japan, Br. s.s. 3,039, W. D. Hopcraft, 25th inst.—Shanghai, 23rd inst. Gen.—C. P. R.

Delta, Br. s.s. 4,780, W. R. Le. Mare, 24th inst.—Shanghai 21st inst. Gen.—P. & O. S. N. Co.

Feliciana, Br. s.s. 2,164, H. Coffin, 25th inst.—Antwerp, 5th May, Gen.—R. L.

Hongkong, Fr. s.s. 739, A. Marquerite, 25th inst.—Halifax, 24th inst. Gen.—A. R. Marty.

Keong-Wai, Ger. s.s. 1,515, R. Petersen, 24th inst.—Bangkok, Rice and Timber—B. and S.

Pangtung, Ger. s.s. 1,631, W. Boleff, 24th inst.—Bangkok, Rice—M. & Co.

Seang Bed, Br. s.s. 3,714, J. Travis, 24th inst.—Singapore, 19th inst. Gen.—Chinese.

Shao-hing, Br. s.s. 1,307, Tenhor, 25th inst.—Shanghai, Gen.—B. & S.

Tamon Maru, Jap. s.s. 1,835, J. Reason, 24th inst.—Saloon, 19th inst. Rice—Shanwak.

DEPARTED.

April 25.

Lycara for Yokohama via Shanghai
Diwara for Moji via Kobe
Yingchow for Canton
Tainho Maru for Canton
Suikang for Yokohama
Haiching for Fuzhou via Swatow
Kwangtong for Shanghai
Changshing for Canton
Hoerde for Portland via Tientsin
Triumph for Taurane via Haiphong
Thongwa for Calcutta via Singapore

PASSENGERS ARRIVED.

Per s.s. E. of Japan from Vancouver etc. on the 25th inst.—P. S. Wiltshire, Capt. M. Purvis, A. Palm, Mr. & Mrs. Wakefield, A. S. Hill, Young Chung, Lem Sim, Au Sing-tim, Au Kwong-sim, Chan Yen, M. Moreyama, J. Eugenio, Tien Sun.
Per s.s. Delta from Shanghai on the 21st inst.—Mrs. L. Schmitt, Miss E. Donichon, J. H. Goby, C. H. B. Torlor, Mr. & Mrs. H. F. Cornichon, W. C. H. Watson, Fisher, A. Schellbach, Capt. Place, J. L. Kirschman, J. F. Bagram.
Per s.s. Shao-hing from Shanghai on the 25th inst.—Mr. Han Klosson.

SHIPS PASSED THE CANAL.

London, 7th April.
Arrivals from China—Iyo Maru, Nero
The following vessels have passed the Canal—Am. Kuma, Lutzw, Suevia, First Bulow, Kina.

London, 14th April.
Arrivals from China—Bendoran, Atreus, Longsor, Egremont Castle, O. J. D. Ahlers, Patricia, Monmouthshire.
The following vessels have passed the Canal—Canton, Denbighshire, Emmaons Hirono, Hitachi Maru, Kioist, Nile, Ping Sney, Sambia, Tydeus, Vorwarts, Africa, Magellan.

London, 17th April.
Arrivals from China—Ellen Rickmers, Erroll, Hirono Maru, Kioist, Tydeus, Glenfarg.
The following vessels have passed the Canal—Banlarig, Keomun, Meinan, Ningchow, Sitionia, Indrades, Katari Maru.

London, 21st April.
Arrivals from China—Australia.
The following vessels have passed the Canal—Banlarig, Keomun, Meinan, Ningchow, Sitionia, Indrades, Katari Maru.

London, 24th April.
Arrivals from China—Eumaeus, Nippon, Suevia, Voi waoti, Bermuda.
The following vessels have passed the Canal—Banlarig, Borneo, Miyashi M., Polynesien, P. E. Friedrich, P. Ludwig.

Oysters, Fresh, Fried or Stewed
Findon Haddock, Kippers &c.,
ALEXANDRA CAFE.

WEATHER REPORT.

On the 24th at 10.35—Pressure has increased considerably over central and N. Japan, and decreased slightly from S. Japan to the south coast of China. It is nearly stationary over Indo-China and the Philippines. The Chinese depression has moved eastward. It is now central to the south of Korea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District	Forecast
1 Hongkong and Neighbourhood	Light or variable wind, fair.
2 Formosa Channel	S.W. wind, fresh to moderate.
3 South coast of China, between H.K. and Lamook	The same as No. 1.
4 South coast of China, between H.K. and Hainan	The same as No. 1.

China Coast Meteorological Register.

24th, April, a.m.

Station.	Hour	Barom.	Temperature	Humid.	Direction.	Force.	Weather.
W'ontock	7a						
Nemuro	"	29.81		sw		3	
Hakodato	"	29.97		w		3	
Koshi	"	30.12		sw		0	
Nagasaki	"	29.76		ero		4	
K'shima	"	29.92		o		3	
Oshima	"	29.83				0	
Naha	"	29.89		sw		3	
Yokohama	"	29.84		s		2	
Bonin Is.	"	30.01		ws		1	
Chefoo	"						
Whaiwei	"	29.88	51	86	nne	1	
Hankow	"						
Iohang	"						
Kiungang	"						
Changsha	"						
Shanghai	"	29.80	59	w		4	ov
Zouliang	"	29.78	58	wnw		5	ov
Sharp P.	7a	29.85	75			0	b
Amoy	7a	29.81	73	86	se	1	b
Swatow	5a						
Taiichiku	"	29.93		w		6	
Taiichu	"	29.89		s		2	
Taiwan	"			e		4	
Kooshan	"	29.93		nw		6	
P'dores	"	29.88		s		6	
Canton	6a	29.89	74	100	se	1	b
H'kong	6a	29.90	75	95	w	1	of
Cap Rock	"	29.88				1	c
Macao	"	29.85	75	sw		1	cf
Wuchow	9a						
Pakhoi	"						
Hoihow	"						
Phullen	6a	29.89	75	sse		3	n
Toumae	"	29.87	77	sw		2	b
St. J.	"	29.93	77	n		2	b
Aparri	"	29.91	78	sw		1	b
Manila	"	29.92	78			0	n
Legaspi	"	29.83	81	ero		1	b
Iloilo	9a	29.90	78	ne		2	b
Bacolod	"			nw		1	b
Cap. B.	"	29.94	87	e		2	o
Labuan	"	29.90	87				